

AC 44 B 5 SUNDERLAND



Port of Sunderland.

ANNUAL
REPORT

1950.



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Port of



Sunderland.

1950.

ANNUAL REPORT

PRESENTED TO THE

PORT HEALTH AUTHORITY

BY

A. S. HEBBLETHWAITE, M.C., M.B., Ch.B., D.P.H.,
MEDICAL OFFICER OF HEALTH FOR THE PORT AND BOROUGH OF SUNDERLAND.

Sunderland Port Health Authority.

COMMITTEE :

The Right Worshipful the Mayor
Alderman G. H. Morgan.

Alderman J. Cohen, J.P., Chairman.

Alderman Miss E. E. Blacklock, Vice-Chairman.

Alderman J. Hoy, B.E.M., J.P.

„ E. Johnston, J.P.

„ W. Miller.

„ T. L. Ridley, J.P.

Councillor Mrs. A. M. Bewick.

„ Mrs. M. E. Burlinson.

„ T. M. Carr.

„ R. K. Cavan.

„ Mrs. K. Cohen.

„ D. G. Lawson.

„ Mrs. J. Ledger.

Councillor J. N. Lisle.

„ G. Potts.

„ P. Spiers.

„ W. O. Stephenson.

„ A. Watson.

„ L. Watson.

„ R. A. Watson.

„ T. B. Weir.

„ R. T. Weston.

„ J. W. P. Wilkinson.

CO-OPTED MEMBERS :

Alderman Mrs. J. Huggins, J.P.

Councillor J. W. Foster.

„ Miss L. Hill.

„ Dr. D. R. Cramb.

„ Dr. P. Hickey.

OFFICERS :

Clerk to the Authority :

G. S. McIntire, O.B.E., B.A., LL.B., Town Hall, Sunderland.

Medical Officer of Health :

A. S. Hebblethwaite, M.C., M.B., Ch.B., D.P.H.,

Deputy Port Medical Officer of Health :

W. H. Suffield, L.R.C.P., L.R.C.S., (L.R.F.P. & S.) L.D.S., R.C.S.

Chief Port Sanitary Inspector :

C. C. Pickering, Cert., R.S.I., Cert., Meat and Other Food Inspector.

Assistant Inspector :

R. Thursby, Cert., R.S.I.

Official Rat Catcher :

C. T. Cawthorne.

Clerk :

C. R. Hicks, C.I.S., Prelim.

Meetings:—Monthly, on Wednesday in the second week preceding that in which the Council meets, 4-0 p.m.

Offices of Port Medical Officer of Health and Port Health Inspector:— Corporation Quay, Sunderland,

Office Telephone No.: Sunderland 56178.

Sunderland Port Health Authority

ANNUAL REPORT

OF THE

Medical Officer of Health

FOR THE

Year ended December 31st, 1950

To the Mayor, Aldermen and Councillors of the County Borough of Sunderland acting as the Port Health Authority of the Port of Sunderland.

I hereby submit my Report of work performed in the Port during the year ended 31st December, 1950, which includes:—

1. The prevention of the importation of infectious disease.
2. The prevention of the importation of rat plague.
3. The carrying out of the terms of the International Sanitary Convention, 1926, particularly in regard to the granting of Deratification and Deratification "Exemption" Certificates.
4. The supervision of the hygiene of crew and passenger accommodation in ships.
5. The inspection of imported food.
6. Various other duties such as smoke abatement and the supervision of the general sanitary condition of the Port Health district.

Figures taken from the River Wear Commissioners' "Return of Trade" of the Port, 1950, show an increase upon 1949 of 59 vessels and an increase of 133,785 register tons. The increase of coasting trade is 88,030 register tons. The increase of European trade is 43,219 register tons. The increase of beyond-European trade is 2,536 register tons. The export of coal and coke for 1950 shows an increase of 86,054 tons, as compared with 1949, while there are also increases in the export of Machinery, Petroleum and Benzol, and Grain.

Imports show an increase in the following commodities:—Sugar, Petroleum in Bulk, Wood Pulp, and Sundries.

Changes which occurred in the Port Health Staff during the year were as follows:

Resignation of Deputy Port Medical Officer of Health.

Dr. R. W. H. Suffield, L.R.C.P., L.R.C.S. (L.R.F.P. & S.), L.D.S., R.C.S., 13th December, 1950.

Resignation of Assistant Port Health Inspector, Mr. J. Martin, 23rd March, 1950.

Appointment of Assistant Port Health Inspector, Mr. R. Thursby, 1st April, 1950.

Boarding of Vessels from Foreign.

During the year under review 75 vessels arriving direct from foreign were met immediately on arrival by Officers of the Port Health Authority.

Medical examination of all persons on board was carried out on vessels arriving from African, Eastern European, Egyptian, Eastern Mediterranean, Russian, Suez Canal area, and Asiatic ports.

Vessels arriving from ports in areas other than those enumerated above were visited as soon as practicable during normal working hours.

Although scheduled to arrive from nearer Continental ports, it was considered advisable to meet, on arrival, those vessels which might have called, or had reason to be in the areas mentioned above.

Many of the Masters of vessels arriving only from ports within the "home trade" limits rendered, although not requested to do so, a Declaration of Health: no cases of infectious disease were notified upon these Declarations.

Water Boats.

The water boats carrying supplies of fresh water to vessels in the Docks and River have been regularly inspected and found to be maintained in a good sanitary condition.

Of the two additional boats referred to in the Annual Report, 1949, one is owned privately and the other is in the ownership of the River Wear Commissioners. They have not yet been converted so as to supply ships with Fresh Water.

Work under Articles 19—21 (Deratisation of Ships).

This has resulted in the issue of 12 Deratisation and 75 "Exemption" Certificates, a total of 87 Certificates, this being a decrease of 20 upon those issued last year.

Financial payments to the Borough Treasurer as a result of work carried out in connection with the examination of vessels, for the purpose of issuing these Certificates totalled:—£282 17s. 0d., an increase of £64 5s. 0d. upon fees received last year; this is due to an approximate increase of 50% in the fees which are now payable under approval given by the Ministry of Health.

Deratisation "Exemption" Certificates issued to new vessels built in the port totalled 21.

In some instances, suggestions made by the Officers of the Port Health Authority staff for the provision of rat-proofing to various compartments of the vessels were readily carried out by the builders, to whom thanks are due for this measure of co-operation.

Certificates were issued to the Owners or Agents of vessels of the following foreign Nationalities:—Denmark 2, Finland 1, Holland 10, Honduras 1, New Zealand 1, Norway 10, Sweden 2.

During the year, records were kept which showed that Deratisation or Deratation "Exemption" Certificates had been issued by other Authorities in respect of vessels, which, at the time of fumigation or inspection for the issuing of these Certificates, were either partially or fully loaded. 2 Deratation Certificates were issued by Foreign Authorities, in one case the vessel being partially loaded with General Cargo and in the other the vessel was partially loaded with coal.

17 Deratation "Exemption" Certificates were issued where, at the time of inspection the vessels were either partially laden with cargoes of Iron Ore, Coke, Coal, Limestone, Deals, Battens and Boards, Pit Props or General Cargo. It is acknowledged that repressive measures carried out during the past years have resulted in a large decrease in the rat population on vessels, but, I maintain that no Deratation "Exemption" Certificates should be issued unless an adequate inspection of the vessel can be carried out in such circumstances that a full Report of the conditions of the vessel with respect to rat harbours, etc., can be made. During August the S/S "Sete Cidades," (Hulk), loaded with approximately 1,000 tons of Scrap Iron arrived under tow from a Continental Port. It was intended that after discharge of the cargo the vessel should be broken up by a firm of Local Shipbreakers.

During enquiries made by Officers of this Authority the Master of the Tug reported that the hulk before leaving port, had been fumigated by H.C.N., sealed up, and shortly afterwards towing commenced. No documentation of these facts were available, but, as the presence of Cyanide was suspected upon the opening up at this port, instructions were given that discharging should not commence. Arrangements were made for a test, to determine the presence or otherwise of Cyanide Gas on board, by a member of an accredited fumigating company. These tests were carried out 48 hours after the arrival of the vessel and during this time all hatches, etc., were fully opened. The tests established a faint trace of Cyanide in all holds, Tween Decks, Engine Room and Tunnel. No further difficulties were encountered during the discharge of the vessel or during breaking up operations. The above information was transmitted to the Minister of Health who stated that the British Iron and Steel Corporation had bought a number of ships for breaking up, all of which were fumigated before leaving the Continental Port and he understood that there was no record of there having been any ill effects from any, but the one to which this Committee referred. The Minister also requested that he be informed if at any time there was a recurrence of the kind of incident reported by the Committee.

Seaham Urban District Council..

During the year two Deratation "Exemption" Certificates were issued under the Agreement entered into by the Seaham Urban District Authority and the Sunderland Port Health Authority, whereby Deratation Certificates after fumigation and Deratation "Exemption" Certificates after examination, could be issued by the Port Health Authority of Sunderland. Officers from this Authority also attended the H.C.N. fumigation of a vessel lying at Seaham Harbour with respect to which no Certificate was issued.

Co-operation with Local Fire Services, Etc.

In every case where a vessel is being subject to fumigation by H.C.N. or S.O₂. the following information is given to the Harbour Master, River Wear Police, and the Superintendent of the County Borough of Sunderland Fire Brigade:—

Name of Vessel and where berthed.
 Amount of Cargo, where stowed, if any.
 Time of commencement of operation.
 Time vessel is sealed up.
 Any heavy concentration of H.C.N. in particular compartments of Vessel.
 Time of opening up.
 Time that vessel will presumably be free from Gas.

In consultation with the Harbour Authorities it has been agreed that where H.C.N. is being employed and such Gas is present during the hours of darkness a red light shall be prominently displayed on board.

Foreign Fishing Vessels.

16 Foreign fishing vessels arrived at the Fish Quay during the year, totalling 673 net register tons. This is a decrease compared with 25 vessels of the previous year. There were no major sanitary defects in these visiting fishing vessels.

Removal of Refuse.

The Minister of Health in September, 1949, requested information upon any action taken by the Authority to remedy the position with regard to the removal of refuse from vessels, revealed in the Annual Report, 1948, of the Port Medical Officer of Health. At a meeting of the Health Committee 27/9/50, the Town Clerk reported that "discussions had taken place with the River Wear Commissioners, the Sunderland Ship Owners' Society and the Sunderland District Association of Chartered Shipbrokers with the object of agreeing to a Scheme for the Removal of Refuse from Ships.

The original Scheme put forward included the provision of bins on various quays by the River Wear Commissioners—the bins to be emptied by the Corporation Cleansing Department in accordance with the Council's Trade Refuse Collection Charges and the employment by the River Wear Commissioners of a "Sanitary Man" to go aboard ships and remove the refuse; the costs to be recovered from the Ship Owners.

That Scheme was not accepted by the Ship Owners who took the matter up with the Chamber of Shipping, and the River Wear Commissioners are not now prepared to bear the cost of the Sanitary Man's wages. The Ship Owners were, however, prepared to pay for the cost of the removal of refuse if a public nuisance arose, or if the Ship Owner asked for facilities for the removal of refuse.

The River Wear Commissioners were still prepared to put the bins on the quays, but the Medical Officer of Health was of the opinion that no good purpose would be served by putting bins on the quays unless an individual was appointed to transfer refuse from ship to bin, and his Inspectors have not found Ships' Officers willing to instruct seamen to transfer such refuse, as it was no part of a seaman's duties to work on land, except for certain purposes.

A modified Scheme was therefore put before the Committee for approval as follows, to be operated for a trial period of one year:—

1. **PURE GALLEY WASTE.**
This will continue to be collected by private contractor as at present, otherwise it will be dealt with as in 2 below.
2. **ASHES, TINS, BOTTLES, WHETHER MIXED WITH SMALL QUANTITIES OF GALLEY WASTE OR NOT:**
If this constitutes a nuisance under the Public Health Acts, then it is to be removed upon Notice from the Port Health Authority and at the cost of the Ship Owner by private contractor.
3. **LARGE QUANTITIES OF REFUSE :**
To be removed under special arrangement to be made by Agents of vessels as at present, e.g., by private contractors.

The Medical Officer of Health recommended that the foregoing proposed arrangements be submitted to the River Wear Commissioners for approval with the Sunderland Ship Owners' Society, and The Sunderland District Association of Chartered Shipbrokers, and subject thereto the Town Council be recommended to adopt the same for a trial period of 12 months, with review thereafter. Resolved that such recommendation be agreed to.

During the year, upon representations made by Officers of this Authority to Marine Superintendents or Agents of the vessels concerned, refuse was dealt with on board of 23 vessels which had been in the port for periods of one week to four months.

**NUMBER OF VESSELS IN THE PORT DURING THE YEAR 1950
HAVING AN ACCUMULATION OF VEGETABLE AND OTHER REFUSE ON BOARD
CAUSING A NUISANCE.**

Name of Vessel	Date of Arrival	Lying at Buoys, Quays, etc.	Nature of stay in Port: Discharging, Loading, Repairing, etc.	Number of Personnel.	Nationality	Approximate stay in Port
S/S Alcyone Angel	4/1/50	East Quay Buoys	Loading	17 Europeans 28 Arabs 34/3P.	{ British Dutch	6 days 9 days
S/S Stad Schiedam	7/1/50	13 Tier Buoys	Loading			
S/S El-Saturno ...	22/1/50	South Dock (Staiths)	Loading	37	Spanish	8 days
M/V Kenilworth Castle ...	23/1/50	Corporation Quay	Discharging	52	British	19 days
M/V Eastern City ...	6/3/50	Whites' Tier Buoys	Extensive Repairs	34/3P.	British	4 months
S/S Guien ...	3/4/50	East Quay Buoys	Loading	31	Italian	14 days
S/S Baron Ailsa ...	22/5/50	East Quay	Discharging	37	British	6 days
S/S City of Durham	16/5/50	Corporation Quay	Discharging	24 Europeans 74 Indians	{ British	4 days
S/S Sandown Castle ...	16/6/50	Corporation Quay	Discharging	42	British	8 days
S/S Mr. Therm ...	27/6/50	Public Dry Dock	Repairing	23	British	10 days
S/S Sisto ...	3/7/50	East Quay	Discharging	18	Norwegian	7 days
S/S Alaska ...	10/7/50	Corporation Quay	Discharging	32	Norwegian	7 days
S/S Agios Dionysis	18/7/50	Corporation Quay	Discharging	26/2P.	Greek	10 days
M/V Riley ...	29/7/50	Greenwell's Quay	Repairing	32/5P.	British	12 days
S/S Good Hope Castle ...	4/8/50	Corporation Quay	Discharging	58	Union of South Africa	7 days
S/S Domina ...	4/9/50	East Quay Buoys	Extensive Repairs	21 Europeans 17 Coloured 9 Goanese	{ Panamanian	10 weeks
S/S Harmatton ...	21/9/50	South Dock (Staiths)	Loading	30	British	7 days
M/V Thorshaven ...	27/9/50	Corporation Quay	Repairing	42/4P.	Norwegian	4 weeks
S/S Marg. ...	17/10/50	13 Tier Buoys	Loading	22	Norwegian	4 days
S/S Angusburn ...	27/11/50	South Dock (Staiths)	Loading	34	British	7 days
S/S Tintern Abbey	29/11/50	East Quay	Discharging	18 Europeans 7 Arabs	{ British	8 days
S/S Goodwood ...	18/12/50	Wilson's Buoys.	Extensive Repairs	29	British	5 weeks
S/S Slemish ...	22/12/50	Austin's Dry Dock	Extensive Repairs	11 Coloured 9 Europeans	{ British	3 weeks

Official Visit H.M.S. "Swiftsure."

The vessel arrived in this port 21/7/50 having on board a compliment of 780.

During the five days of the Official visit to the Port the vessel was berthed at the Corporation Quay and on the day of arrival consultations were held among Officers on board and Officers of this Authority, as a result of these discussions a system for the daily collection and removal of waste material from the vessel was put into operation.

The arrangements made proved highly satisfactory and the Officers on board expressed their appreciation of the efforts of the Port Health Authority and the County Borough Cleansing Department.

Tipping at Hendon Beach.

It was reported to this Authority by Officials of the Health Department on 4/8/50, that a quantity of waste toffee had been tipped at the above Tip which is controlled by the River Wear Commissioners.

The attention of the Commissioners was drawn to the fact that children had been observed with some of this waste toffee in their possession and that it had also been reported that fruit, unfit for human consumption, had been tipped at this site.

The Commissioners' Representatives stated that instructions would be issued for greater supervision to be exercised by the official in charge of the Tip.

It was reported on Monday, a.m., 16/10/50, that a quantity of over ripe and damaged fruit had been deposited at this Tip.

It appears that this fruit was tipped during the week-end when no supervisor was present.

The River Wear Commissioners' Officials were co-operative and this fruit was covered over as soon as possible.

Sanitary Accommodation at the Port.

The amount of sanitary accommodation available at the port is sufficient for present-day needs, but, it must be confessed, some of this accommodation is old, and judged by modern standards far from being satisfactory. The Dock Labour Corporation held an enquiry on the 16/11/48, with reference to amenities provided for dock workers in the port, and the question of sanitary accommodation was reviewed by representatives of the Employers, the River Wear Commissioners, Stevedores, Dock Workers, and a representative of this Authority who was also invited to be present.

It was statetd at this meeting that some of the urinal and water closets in use were insanitary in that their construction did not allow for adequate flushing and cleansing.

Two of the urinals referred to are fitted with stone slabs which are limewashed periodically.

The stone has a fair amount of scale present, and the urine lodges in all of these crevices, with the result that during warm weather the smell of stale urine is obnoxious.

Some of the water closets in use are of the old trough type, and owing to insufficient flushing the same type of nuisance is present.

The facilities provided in the more modern conveniences have been subject to vandalism; the culprits have been difficult to trace, and to end such vandalism it seems that only concerted action by all persons using these conveniences will have an effect.

That there is room for considerable improvement in the sanitary accommodation provided at the port is acknowledged, and I am pleased to observe that this matter is now discussed by both employers and employees, who are willing to negotiate and make suggestions suitable to all concerned for the provision and maintenance of adequate sanitary accommodation.

It is hoped that these suggestions will result in the speedy disappearance of the accommodation complained of and the early provision of conveniences which we associate with modern environmental hygiene.

In July it was necessary for the Chief Port Health Inspector to draw to the attention of the appropriate authorities nuisances, chiefly micturition, caused mainly by persons employed at the Corporation Quay.

It was emphasised that a certain amount of danger to foodstuffs, a large quantity of which are usually stored in the warehouse, existed from contamination.

During warm weather especially the nuisances complained of were responsible for some portions of the quay being very foul smelling.

Sanitary conveniences are situated at both the East and West ends of the quay; owing to movements of trucks, etc., these conveniences are not readily accessible at all times, they are not plainly marked and during the hours of darkness are unlighted.

The unlighted condition of the conveniences is due to vandalism but undoubtedly some means will have to be found for providing lighting and rendering the situation of the conveniences known to all persons using this particular quay.

Dr. R. R. Wilson, Medical Officer, Tyne & Tees Division, National Dock Labour Board, accompanied by one of the Local Officials of the Board, called at the offices of this Authority on 9/8/50, with reference to the above complaints.

Fish Market.

It was necessary to draw the attention of the River Wear Commissioners to the dirty condition of the Ladies' Lavatory situate on this Market also to issue instructions for the provision of a vent pipe to replace that which was damaged and the more efficient drainage of the surface of the Quay near the Lavatory.

The prohibition upon dogs being allowed on the Fish Market, the result of representations made by Officers of this Authority to the River Wear Commissioners, continue to be enforced.

It was necessary on few occasions to draw the attention of the Fish Merchants to the dirty condition of fish boxes being used by them at the Market.

A small number of aluminium containers are now being used and I shall welcome the substitution of the old wood boxes by containers of this type, which are more easily cleansed and much less liable to contamination from soakage or other causes.

Prevention of Damage by Pests Act, 1949.

The provisions of the above Act have, during the year, been applied with respect to various premises or areas situate in the Docks or River area of the port.

A major infestation which occurred in one Shipyard was dealt with by means of combined action with the Officials of the County Borough Health Department.

In other premises it has been possible to arrange for the occupier to provide unskilled labour working under the direct supervision of Officials of the Port Health Authority.

Where areas were dealt with consultations held with the various Owners or Occupiers of land or premises within the area have generally resulted in one Owner or Occupier supplying the unskilled labour.

Materials for pre-baiting, Poison-baiting, and Post-baiting have been supplied by this Authority and the cost of these materials apportioned among the various Owners or Occupiers.

No legal difficulty has been encountered and all Owners or Occupiers of premises dealt with have expressed their appreciation of the services rendered by this Authority.

Certificates of Health.

During the year requests were received from Agents for the examination by Officers of this Authority of a number of sacks placed on board of vessels proceeding to the U.S.S.R. to load grain for the United Kingdom.

These sacks were examined for evidence of infestation by vermin in compliance with the requirements of the Ministry of Food (Imported Cereals Division).

No evidence of infestation was found and Certificates to this effect which also stated that there were no cases of Cholera, Typhus, Plague, Yellow Fever, Smallpox, or Foot and Mouth Disease, present in the port were issued.

Co-operation with Ministry of Agriculture and Fisheries.

Under arrangements made between the above-named Ministry and this Authority, the officers of this Authority have, on various occasions, supervised the fumigation of vessels with H.C.N., where such fumigations have been carried out to comply with the requirements of the Ministry of Agriculture and Fisheries (Infestation Division).

Advantage is taken of the fact that a new Deratation Certificate is being issued at this port, and that it is intended to carry out deratation measures. In these circumstances the officers of the Ministry arrange for a concentration of Cyanide to be used which will eliminate all insect life present in the vessel.

Instructions are also issued for the sweeping of bulkheads and re-stowage of any dunnage prior to fumigation, and your officers actively insist in seeing that these requirements are complied with before fumigation commences.

Officers of the Infestation Division have stated that they are grateful for the co-operation extended to them by this Authority, whose staff are always willing to assist whenever necessary.

V.D. Clinic.

Accommodation is provided at the docks for the examination and treatment of sea-faring patients who do not attend at the Royal Infirmary.

Equipment of the Docks Clinic is complete, and everything is available for diagnosis and treatment of patients.

Port Welfare Committee.

Port or Regional Welfare Committees, under the direct supervision of the "Merchant Navy Welfare Board," are provided for in the reconstitution of the Port Welfare Committees.

The "Merchant Navy Welfare Board" is established in London, and consists of twenty-eight members: eight representatives from Shipowners, eight representatives from the Seafarers' Unions and Associations, eight representatives from the Voluntary Societies concerned with seafarers, and four representatives from the appropriate Government Department or Departments. These latter are: Ministry of Labour and National Service, Ministry of Transport, Ministry of National Insurance, and Colonial Office.

A representative from the Port Health Authority has been elected as a member of the Local Port Welfare Committee. This will do much to improve the co-operation which has been extended to this Authority by the other Departments whose representatives are also members of this Committee.

Launch Facilities.

The Sunderland Port Health Authority do not possess any launch; arrangements, however, have been made with the concurrence of the River Wear Watch Commissioners and the Chief Constable, Mr. G. H. Cook, for the launch of the River Wear Police to be placed at the disposal, in certain circumstances, of the Officers of the Port Health Authority. These arrangements include the conveyance of the Port Health Authority Officers to vessels lying at the buoys in the river when such vessels have arrived from an infected or suspected port or area, and the removal of any cases of sickness, including Infectious Disease, from any vessel lying at the river buoys, to a suitable landing place on shore where an ambulance could be waiting. Where a case of Infectious Disease is landed by launch, the launch would be disinfected as soon afterwards as possible.

It must be borne in mind that these arrangements are subject to the exigencies of the River Police Service, and that at some time the launch may not be available, being engaged on police duties.

Until such time as a launch is provided for the exclusive use of the Port Health Authority, the arrangements enumerated above will have to serve.

Co-operation.

I wish to record my thanks for the valuable and willing assistance given to the Port Health Authority by H.M. Collector of Customs and his staff, the Officers of the River Wear Commissioners, H.M. Coastguard, Sunderland Pilotage Authority, River Wear Police, and Shipping Agents.

Port Health Authority Offices,
Corporation Quay, Sunderland.
June, 1951.

A. S. HEBBLETHWAITE,
Port Medical Officer of Health.

I. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR, 1950.

TABLE A.

	Number	Tonnage	NO. INSPECTED		Number reported to be Defective	Number of Vessels on which defects were found & remedied	Number of Vessels on which defects were found & reported to Ministry of Transport Surveyors	Number of Vessels reported as having, or having had, during the voyage infectious disease on board
			By the Medical Officer of Health	By the Sanitary Inspector				
FOREIGN.								
Steamers ...	174	283,075	19	163	30	24	1	1
*Motors ...	102	108,756	7	86	10	7	—	—
Sail ...	—	—	—	—	—	—	—	—
Fish ...	14	436	1	16	—	—	—	—
Total Foreign ...	290	392,267	27	265	40	31	1	1
COASTWISE.								
Steamers ...	1,453	1,101,115	7	1,228	71	63	2	5
*Motors ...	664	244,655	2	586	13	12	—	1
Sail ...	—	—	—	—	—	—	—	—
Fish ...	—	—	—	32	—	—	—	—
Total Coastwise ..	2,117	1,345,770	9	1,846	84	75	2	6
Total Foreign and Coastwise ...	2,407	1,738,037	36	2,111	124	106	3	7

* Includes mechanically propelled vessels other than Steamers.

The following figures show the number of vessels of each nationality inspected :—

BRITISH	...	...	...	...	...	...	...	...	...	...	...	...	1,770
CYPRIAN	...	...	...	...	...	...	...	...	...	...	...	...	2
HONDURAS	...	...	...	...	...	...	...	...	...	...	...	...	1
NEW ZEALAND	...	...	...	...	...	...	...	...	...	...	...	...	1
UNION OF SOUTH AFRICA	...	...	...	...	...	...	...	...	...	...	...	...	3
BELGIAN	...	...	...	...	...	...	...	...	...	...	...	...	3
DANISH	...	...	...	...	...	...	...	...	...	...	...	...	24
DUTCH	...	...	...	...	...	...	...	...	...	...	...	...	154
FINNISH	...	...	...	...	...	...	...	...	...	...	...	...	17
FRENCH	...	...	...	...	...	...	...	...	...	...	...	...	1
GERMAN	...	...	...	...	...	...	...	...	...	...	...	...	8
GREEK	...	...	...	...	...	...	...	...	...	...	...	...	3
ITALIAN	...	...	...	...	...	...	...	...	...	...	...	...	3
NORWEGIAN	...	...	...	...	...	...	...	...	...	...	...	...	59
PANAMANIAN	...	...	...	...	...	...	...	...	...	...	...	...	5
POLISH	...	...	...	...	...	...	...	...	...	...	...	...	1
PORTUGESE	...	...	...	...	...	...	...	...	...	...	...	...	2
SPANISH	...	...	...	...	...	...	...	...	...	...	...	...	5
SWEDISH	...	...	...	...	...	...	...	...	...	...	...	...	47
SWISS	...	...	...	...	...	...	...	...	...	...	...	...	1
YUGO SLAVIAN	...	...	...	...	...	...	...	...	...	...	...	...	1
												Total	2,111

II. CHARACTER OF TRADE OF PORT.

TABLE B.

(a). Passenger Traffic during 1950.

The Port of Sunderland is not an accredited Alien's Port, therefore, no passenger traffic exists.

A small number of passengers, in all 142, did, however, disembark during the year, most of whom were examined by the Port Medical Officer of Health before being allowed to land. In addition, 3 Stowaways were medically examined. 265 passengers, either inward or outward, and 6 D.B.S. were recorded on vessels at time of boarding. In some cases these passengers were members of the families of the Masters and Officers of the vessels concerned..

Passenger Traffic, 1950.

Total Number of Alien Passengers	Total Number of British Passengers	No. of Alien Seamen under Contract to join Ships in British Waters	Stowaways	Total Number of Passengers	Total
Landed ... 106	Landed ... 36	454	2 Alien 1 British	Landed ... 142	307
Embarked ... 102	Embarked ... 63			Embarked ... 165	

The above figures supplied by the courtesy of Mr. T. Yeldham, H.M. Immigration Officer.

(b). Cargo Traffic.

Principal Imports :—

Timber	...	...	...	...	...	...	...	...	3,337 Tons.
Props	...	...	...	...	...	...	...	...	17,942 "
Iron & Steel	...	...	...	...	...	...	...	...	1,107 "
Chrome & Manganese Ores	...	...	...	...	...	...	...	...	14,946 "
Iron Ore	...	...	...	...	...	...	...	...	121,086 "
Grain	...	...	...	...	...	...	...	...	10,827 "
Esparto Grass	...	...	...	...	...	...	...	...	15,648 "
Sugar	...	...	...	...	...	...	...	...	3,870 "
Petroleum in Bulk	...	...	...	...	...	...	...	...	136,801 "
Cement	...	...	...	...	...	...	...	...	20,605 "
Wood Pulp	...	...	...	...	...	...	...	...	2,813 "
Sundries	...	...	...	...	...	...	...	...	81,171 "

Principal Exports :—

Machinery	...	...	...	...	...	...	...	...	11,118 Tons.
Pitch and Tar	...	...	...	...	...	...	...	...	3,177 "
Petroleum and Benzole	...	...	...	...	...	...	...	...	47,145 "
Grain	...	...	...	...	...	...	...	...	8,774 "
Sundries	...	...	...	...	...	...	...	...	5,515 "

During the year 1950, the total number of vessels cleared from the port was 2,427, an increase of 59 vessels on that of the preceding year.

Those engaged in the Coasting Trade numbered 1,894, and in the European Trade 501, while 32 were trading beyond Europe.

The register tonnage of the vessels amounted to 1,829,636 register tons, compared with 1,695,851 register tons in 1949, an increase of 133,785 register tons.

	1950		1949		1950	1949	1950
	Vessels	Reg. Tons	Vessels	Reg. Tons			
Coasting Trade	...	1,894	1,279,161	1,870	1,191,131	69.9	70.2
European	...	501	431,754	459	388,535	23.6	22.9
Beyond Europe	...	32	118,721	39	116,185	6.5	6.9
Total Trade	...	2,427	1,829,636	2,368	1,695,851	100.0	100.0
							754

The particulars of these Ships, as regards tonnage, are seen in the following table:—

	1950	1949	Increase	Decrease
Under 150 Tons Net Register				
150 and under 250	... 437	... 385	52	—
250 " 350	... 318	... 314	4	—
350 " 500	... 175	... 221	—	46
500 " 750	... 311	... 271	40	—
750 " 1,000	... 230	... 271	—	41
1,000 " 2,000	... 278	... 277	1	—
2,000 " 3,000	... 580	... 561	19	—
3,000 " 4,000	... 31	... 20	11	—
4,000 " 5,000	... 30	... 19	11	—
5,000 and upwards	... 17	... 16	1	—
	... 20	... 13	7	—
Total	... 2,427	... 2,368	146	87

The above Table shows, in comparison with 1949, an increase of 52 vessels under 150 tons; an increase of 4 vessels 150—250 tons; a decrease of 46 vessels 250—350 tons; an increase of 40 vessels 350—500 tons; a decrease of 41 vessels 500—750 tons; an increase of 1 vessel 750—1,000 tons; an increase of 19 vessels 1,000—2,000 tons; an increase of 11 vessels 2,000—3,000 tons; an increase of 11 vessels 3,000—4,000 tons; an increase of 1 vessel 4,000—5,000 tons; an increase of 7 vessels 5,000 tons upwards.

(Taken from the River Wear Commissioners' "Return of the Trade of the Port of Sunderland for the year ending 31st December, 1950." by the courtesy of Mr. A. H. J. Bown, General Manager and Clerk).

(c). Foreign Ports from which Vessels Arrive.

Aden	...	...	...	...	...	...	Algiers, Arzew, Bona, Bougie, Nemours, Oran.
Algeria	...	...	...	...	...	...	Buenos-Aires, La. Plata, Santa-Fe, San. Nicolas.
Argentina	...	...	...	...	...	...	Buenos-Aires, La. Plata, Santa-Fe, San. Nicolas.
Aruba Island (Dutch Venezuela)	...	...	...	...	...	...	Bunbury, Mackay, Freemantle.
Australia	...	...	...	...	...	...	Horta.
Azores	...	...	...	...	...	...	Antwerp, Ghent, Ostend, Zeebrugge.
Belgium	...	...	...	...	...	...	Rio. Janeiro, Santos.
Brazil	...	...	...	...	...	...	Trinidad.
British West Indies	...	...	...	...	...	...	Montreal, Three Rivers.
Canada	...	...	...	...	...	...	Las Palmas.
Canary Islands (Spanish)	...	...	...	...	...	...	Bullen Bay.
Cuba	...	...	...	...	...	...	Morphou Bay.
Curacao (Dutch Venezuela)	...	...	...	...	...	...	Aalborg, Aarhus, Copenhagen, Esbjerg, Fredericia, Frederikssund, Kalundborg, Koge, Korsor, Kyndby, Masnedsund, Odense, Randers, Skagen, Sundby.
Cyprus	...	...	...	...	...	...	La-Romana, Macoris,
Denmark	...	...	...	...	...	...	Cork, Drogheda, Dublin, Galway, Limerick, Waterford.
Dominican Republic	...	...	...	...	...	...	Massowah
Eire	...	...	...	...	...	...	Alexandria, Port-Said, Suez.
Eritrea (Italian)	...	...	...	...	...	...	Abo, Borga, Hamina, Helsinki, Ijo Roytta, Kasko, Kemi, Kotka, Lapaluoto, Mantyluoto, Oulu, Raumo, Roytta, Toppila, Vasa, Yxpila.
Egypt	...	...	...	...	...	...
Finland	...	...	...	...	...	...

III. WATER SUPPLY.

(1). Source of supply for (a) The Port.

The water for the port is supplied by the Sunderland and South Shields Water Company. The water is derived from deep wells sunk in the magnesium limestone rock and from the Burnhope Reservoir catchment area, approximately 45 miles to the West in the Durham hills.

(b). Shipping.

The water supplied to shipping is principally derived from deep wells and boreholes in the magnesium limestone.

(2). Hydrants and hosepipes : What precautions are taken against contamination.

Some of the hydrant chambers are in very good condition, those on the Corporation Quay have been fitted with drain holes which allows any surface water which may find its way into the chambers to be immediately drained off into the river. When the hydrants are not in use, wood plugs are inserted or brass screw-caps placed in position.

The hosepipes are carried about in a barrow kept for that purpose, and the ends are covered by small canvas covers attached to the hoses by means of lanyards. Vessels lying at the quays and wharves are supplied direct from the hydrants.

(3). Number of water boats and their sanitary condition.

Those vessels which are moored at buoys in the river and docks are supplied from the water boats, which are two in number. These have been regularly inspected and found to be kept in a cleanly condition. One of the above-mentioned water boats serving the docks is built of wood, and carries the water in specially constructed wooden tanks, so arranged as to leave a space varying from 6 to 10 inches between the shell of the vessel and the tank, thus preventing contamination by bilge water or from other sources. The remaining boat, which serves the river area, is of a modern type, constructed of steel, and carries the water on the skin (i.e., the hull being the tank). This method of carrying water is more open to risk of contamination from outside sources than in the case of the wooden vessel, as should any damage be done to the shell plating, the water in the boat would be contaminated by river water and sewage; this would be especially dangerous in the case of leaky rivets, contamination from which would probably take some time to discover. The rubber boots worn by the men whilst cleansing the interior of the boats serve a useful purpose in preventing unnecessary contamination of the water.

Samples taken since June, 1949, have, in accordance with instructions, been forwarded to the Public Health Service (directed by the Medical Research Council for the Ministry of Health), Government Buildings, Ponteland Road, Newcastle-upon-Tyne, 5.

The results of these examinations are summarised in the following table:—

1950.

Source.	Plate Count. (a) At 37°C. (2 day's incubation).	Plate Count. (b) At 20-22°C. (3 day's incubation).	Presumptive Coliform Count; Probable number of Coliform Bacilli present.
Water Boat "Olive Branch 2" 28/2/50	—	—	0. per 100 ml. of water.
No. 7 North Hydrant, South Dock 28/2/50	—	—	3. per 100 ml. of water.
Water Boat "Gracie Ross" 13/6/50 ...	—	—	50. per 100 ml. of water.
Water Boat "Olive Branch 2" 13/6/50	—	—	0. per 100 ml. of water.
Water Boat "Olive Branch 2" 5/9/50	—	—	0. per 100 ml. of water.
Main piped supply—South Dock Hydrant 5/9/50	—	—	0. per 100 ml. of water.
S/T "Cleadon," sample taken from Fresh Water Tank on board 10/10/50	—	—	0. per 100 ml. of water.
S/T "Corsair," sample taken from Fresh Water Tank on board 10/10/50	—	—	0. per 100 ml. of water.
S/T "President," sample taken from Fresh Water Tank on board, 10/10/50	—	—	0. per 100 ml. of water.
S/T "Seaburn," sample taken from Fresh Water Tank on board, tank practically empty at the time of taking sample 10/10/50. ...	—	—	1. per 100 ml. of water.
Water Boat "Gracie Ross"—Pump. 12/12/50	—	—	0. per 100 ml. of water.
Water Boat "Olive Branch 2" —Pump. 12/12/50	—	—	0 per 100 ml. of water.

Upon receipt of Bacteriologist's Report upon Sample of water submitted from Water Boat "Gracie Ross," 13/6/50, orders were issued for the Water Tank to be cleansed. These instructions were carried out.

IV. PORT HEALTH REGULATIONS, 1933 & 1945.

(1). Arrangements for dealing with Declaration of Health.

Before pratique is granted, the Master of a foreign-going vessel arriving from a foreign port must ascertain the state of health of all persons on board and sign a "Declaration of Health" in the prescribed form. When completed, the Declaration is handed to the Customs Officer or Officer of the Port Health Authority, whoever is the first to board the vessel. Officers of the Port Health Authority when boarding vessels from foreign before the Customs, give an "All Clear" Certificate, which is delivered to the Customs Officer who subsequently boards the vessel.

Arrangements have been made whereby signed Declarations of Health which have been tendered to Customs Officers, are collected as soon as possible from the Waterguard Offices by the Port Health Inspectors who check them when visiting the respective ships.

Declaration of Health forms are issued to Masters by Customs and Port Health Officers, also at the Custom House when outward bound vessels are clearing for foreign.

The number of Declarations of Health rendered to the Port Health Authority during 1950 was 181 compared with 262 for the preceding year, none of which reported infectious diseases on board on arrival. It should, however, be borne in mind that 34 Declarations of Health were rendered by Masters of vessels trading between the Elbe and Brest who normally would not have rendered such a Declaration.

(2). Boarding of Vessels on arrival.

During the year under review, 75 vessels arriving direct from foreign ports were met immediately on arrival by officers of the Port Health Authority.

The majority of these vessels arrived from East Europe, the Levant, Africa, Asia or South America, and in most instances medical examination of all persons on board was carried out.

Vessels arriving from the nearer Continental ports which may have previously been in any of the areas mentioned above, were also met on arrival.

Vessels arriving solely from Norway, Denmark, Sweden, and the near Continental ports were visited as soon as practicable during the normal working hours.

36 vessels arrived and were boarded outside of normal working hours.

(3). Notification to the Authority of Inward Vessels requiring special attention (wireless messages, land signal stations, information from Pilots, Customs Officers, etc.)

The provision of the Port Sanitary Regulations of 1933 relating to wireless messages apply to the Port of Sunderland:—

The Master of any foreign-going ship fitted with wireless transmitting apparatus, on approaching the Port of Sunderland from a foreign port, is accordingly required to send a wireless message to the Health Authority if any person on board has symptoms which may be indicative of infectious disease other than tuberculosis, or if there are any circumstances requiring the attention of the Port Medical Officer.

The Sunderland Port Health Authority have adopted "PORTELTH" as their telegraphic address.

Ships will be entitled to send to the Port Health Authority messages in the code laid down in the 1931 International Code of Signals.

The Radio Signals with which the Port Health Authority are concerned are given in Volume II.

If agents desire that the required messages should be sent through them, the Port Medical Officer of Health should be satisfied that arrangements can be made for prompt transmission of such messages to his office, his residence, or the residences of the Port Health Inspectors, as may be necessary, within the time limits prescribed by the Regulations.

List of Approved Agents.

Allan, Black & Co. (Albyn Line Ltd.)	...	...	...	...	Midland Bank Chambers, Sunderland.
Common Bros., Ltd. (Holme Line Ltd.)	...	...	...	...	10 Park Terrace, Sunderland.
France, Fenwick, Tyne and Wear Co. Ltd.	...	...	...	...	21 Bridge Street, Sunderland..
Irving, T. G. (Vice-Consulate for Norway)	...	...	...	...	Central Buildings, West Sunniside, Sunderland.
Jopling, Wm. & Co.	...	...	...	...	10 Park Terrace, Sunderland.
Laing, I. W.	...	...	...	...	34 West Sunniside, Sunderland.
Marshall, J. F. & Son (Netherlands Consulate)	...	...	...	...	48 West Sunniside, Sunderland.
Marshall, S. & Co.	...	...	...	...	22 John Street, Sunderland.
Rose, Thomas & Co.	...	...	...	...	38 West Sunniside, Sunderland.
Trapp & Co.	...	...	...	...	29 West Sunniside, Sunderland.
Welch, C. J. & Co.	...	...	...	...	34 West Sunniside, Sunderland.
Wilkinson, Cuthbert & Co. Ltd.	...	...	...	...	39 West Sunniside, Sunderland.
Wright, S. C. & Co. (Vice-Consulate for Sweden, Vice-Consulate for Finland)	...	...	...	...	29 West Sunniside, Sunderland.

Notification of any sickness on board a vessel arriving in the port is also given by Pilots or H.M. Customs & Excise Officers; should this occur outside of normal working hours, such information is telephoned direct to the residences of the Port Medical Officers or Chief Port Health Inspector.

(4). Mooring Stations designated under Article 10 : (a) within the docks, (b) outside the docks.

In every district one or more mooring stations within the docks shall be established by the Port Health Authority with the concurrence of the Customs Officer and the Harbour Master, in such a situation as to enable a ship to be moored without coming into contact with other ships or with the shore.

The mooring stations established by this Authority with the concurrence of the Collector of Customs and the Dock and Harbour Master, are: (a) for dock-bound vessels, the South tier buoys, East side, South Dock; (b) for river-bound vessels, the Low tier buoys in the river.

(5). Particulars of any standing exemptions from the provisions of Article 14.

Where a ship (whether a foreign-going ship or not) arrives in a district from a foreign port, and it appears to the Customs Officer, from answers to questions in a Declaration of Health, or from answers to enquiries made by him, or otherwise—

- (a) that during the voyage (or where the voyage has lasted more than six weeks, during the last six weeks) there has been on the ship a death from illness suspected to be of an infectious nature or a case of such illness; or
- (b) that the ship has called at a port or seaboard included in the list referred to in Article II; or
- (c) that during the voyage (or, where the voyage has lasted more than six weeks, during the last six weeks) plague has occurred or been suspected amongst rats or mice on the ship, or sickness or death not attributable to poison or other measures for destruction has occurred amongst the rats or mice on the ship; he shall direct that the ship shall be taken to and detained at a mooring station unless the Medical Officer or other Officer of the Health Authority otherwise allows.

Arrangements have been made with the Collector of Customs for standing exemption from detention, under Article 14, in the following instances:—

- (a) Vessels arriving with minor infectious disease.
- (b) Vessels arriving from infected ports with clean Declaration of Health.
- (c) Vessels from infected ports with minor infectious disease on board.

Vessels under the above-mentioned headings are allowed to proceed to their normal place of mooring, loading or discharge under a modified form or pratique, the Port Medical Officer of Health notified of their arrival, and Article 16 put into operation.

(6). Experience of working Article 16.

Where a ship arrives in a district from a foreign port, no person other than a Pilot, a Customs Officer, an Immigration Officer or a person acting in the execution of the Regulations shall, without the permission of the Medical Officer, or other authorised Officer of the Health Authority, board or leave the ship until it is free from control under these Regulations, and the Master shall take all steps necessary to secure compliance with the provision.

The terms of Article 16 were infringed by seven persons who illegally boarded vessels arriving direct from a Foreign Port.

None of the persons concerned had been previously guilty of an offence of this kind and, therefore, letters of warning were forwarded together with an intimation than any repetition would result in prosecution.

(7). What, if any, arrangements have been made for:—

- (a). Premises and waiting rooms for medical examination.

At the premises of the Port Health Authority, situate at the Corporation Quay, a waiting room for the medical examination of seamen, has been incorporated.

- (b). Cleansing and disinfection of ships, persons and clothing and other articles.

Disinfection of ships for the purpose of preventing the spread of infectious disease is carried out by the inspectorial staff. Persons, bedding, clothing and other articles are removed to the Borough Infectious Diseases Hospital for cleansing and disinfection, where ample facilities exist. Where necessary, bathing arrangements could be carried out at the above-mentioned premises.

- (c). Premises for temporary accommodation of persons for whom such accommodation is required for the purpose of the Regulations.

Temporary accommodation of persons under the above-named heading is available at the Borough Infectious Diseases Hospital.

- (d). Hospital accommodation available for plague, cholera, yellow fever, smallpox and other infectious diseases.

The accommodation available for plague, cholera, yellow fever, and other infectious diseases, with the exception of smallpox, is at the Borough Infectious Diseases Hospital. If there is a case of smallpox, contact will be made with the Medical Officers of the Regional Hospital Board, Newcastle-upon-Tyne, as regards disposal.

- (e) Ambulance Transport.

Motor ambulances are available at any time during the day or night for the purpose of removing infectious cases to hospital.

- (f). Supervision of Contacts.

Contacts are medically examined and kept under observation on board, and if allowed to leave the vessel, are supplied with pre-paid reply postcards (P.S.3) for the purpose of notifying any change of address within 14 days of disembarkation. The names and destinations given by persons allowed to leave under Article 16 are forwarded to the Medical Officer of Health of such districts.

(8 & 9). Arrangements for the bacteriological or pathological examinations of rats for plague or for other bacteriological or pathological examinations.

These examinations are carried out by the Public Health Laboratory Service, Public Health Laboratory, Government Buildings, Ponteland Road, Newcastle-upon-Tyne., 5.

(10). Arrangements for the diagnosis and treatment of Venereal Disease among sailors under International arrangements.

The Corporation Clinic for the diagnosis and treatment of venereal disease for the Ports of Sunderland and Seaham Harbour is at the Royal Infirmary, Sunderland. Enquiries are made as to the existence of venereal disease on vessels, the facilities for treatment are pointed out and printed cards, conveying information on the dangers of venereal diseases, together with the times of clinics, are distributed freely among seamen. Posters and handbills are also displayed at suitable positions in the Port area.

The number of seamen treated at the V.D. Clinic shows a slight decrease, and the perusal of the follow-up cards carried by these men, show that the majority are attending conscientiously at various ports of call for treatment and surveillance.

(11). Arrangements for the Interment of Dead.

Dead bodies brought into the Port by ship are examined on board by the Port Medical Officer of Health, and then ordered to be removed to the mortuary at the General Hospital, to await the necessary inquest. If cause of death is of a non-infectious nature, the onus of arranging for interment is upon the Master or Agent.

(12). Other matters, if any, requiring or receiving attention.

None.

TABLE C..
Cases of Infectious Sickness Landed from Vessels.

Disease.	No. of cases during 1950.		No. of Vessels concerned	Average for past 5 years
	Passengers	Crew		
Chicken Pox	—	1	1	.2
Continued Fever	—	—	—	—
Diphtheria	—	—	—	.2
Dysentery	—	—	—	—
Erysipelas	—	—	—	.2
Malaria	—	1	1	2.2
Measles	—	—	—	—
Mumps	—	—	—	—
Pneumonia	—	—	—	.2
Relapsing Fever	—	—	—	—
Scarlet Fever	—	—	—	.2
Smallpox	—	—	—	—
Tuberculosis	—	1	1	.8
Typhoid Fever	—	—	—	.2
Typhus Fever	—	—	—	—
Total ...	Nil	3	3	4.2

Chicken Pox.

"MODASA," S/S. from Beira—Marseilles—Plymouth—London.

Arrived 19th January, 1950.

Fireman, Chan Miao, aged 31 years, of Pakistan was removed to the Hospital for Infectious Diseases, 20/1/50. Disinfection of berth and effects was carried out by this Authority.

Tuberculosis.

"TORNI" S/S. from Melilla—Casablanca—Leith.

Arrived 13th February, 1950.

Fireman, Endel Otto Ballak, aged 28 years, of Estonian nationality. Notified by telephone from Tuberculosis Dispensary that this patient had been admitted to the Hospital for Infectious Diseases, 13th May, 1950. Reported that he was in the first instance admitted to the Royal Infirmary, February, 1950.

Malaria.

"GOOD HOPE CASTLE," S/S from Tanga—Mombasa—Aden—London.

Arrived 14th December, 1950.

Master reported that Donkeyman was receiving medical attention on board for recurring Malaria.

Death.

"UROLA" S/S. from Barcelona—Ceuta—Ghent.

Arrived 22nd February, 1950.

Fireman, accidentally killed by fall on board of vessel while trimming bunkers in 'Tween Decks. Body removed to Royal Infirmary..

TABLE D.

**Cases of Infection Sickness occurring on Vessels during the Voyage
but disposed of prior to arrival.**

Disease.	No. of cases during 1950		No. of Vessels concerned	Average for past 5 years
	Passengers	Crew		
Chicken Pox	1	—	1	.2
Continued Fever	—	—	—	—
Diphtheria	—	—	—	—
Dysentery	—	—	—	.2
Erysipelas	—	—	—	—
Malaria	—	10	3	3.2
Measles	2	—	1	.4
Mumps	—	—	—	—
Pneumonia	—	—	—	—
Relapsing Fever	—	—	—	—
Scarlet Fever	—	—	—	—
Small Pox	—	—	—	—
Tuberculosis	—	—	—	—
Typhoid Fever	—	—	—	.2
Typhus Fever	—	—	—	—
Total ...	3	10	5	4.2

Chicken Pox.

"MODASA" S/S., from Beira—Marseilles—Plymouth—London.

Arrived 19th January, 1950.

Passenger, David Shipley, aged 6 years removed ashore at Plymouth, 13th January, 1950.

Death (Malaria).

"SANDOWN CASTLE" S/S., from Lindi—Aden—Port Sudan—Suez—London.

Arrived 16th June, 1950.

Master reported that Greaser, D. McLeod, aged 50 years had died in Hospital, Dar-es-Salaam.

Malaria.

"KENILWORTH CASTLE" M/V., from South African Ports—Marseilles—Algeciras—London.
Arrived 23rd January, 1950.

Master reported that one Steward received medical attention on board during voyage and also that the Chief Steward had been removed to Hospital at Dar-es-Salaam, 13th October, 1949; he rejoined vessel at Tanga, 10th November, 1949. Vessel boarded on arrival by Port Medical Officer.

Malaria.

"SANDOWN CASTLE" S/S., from Lindi—Aden—Port Sudan—Suez—London.
Arrived 16th June, 1950.

Master reported that 2nd Steward, J. Gladstone, aged 39 years, and Galley Boy, J. Withers, aged 18 years, had been removed to Hospital, London, 31st May, 1950. Chief Engineer, E. Greenfield, aged 40 years, had been removed to Hospital, Dar-es-Salaam, later rejoined vessel. Bosun, T. Francis, aged 41 years, removed to Hospital Dar-es-Salaam, later rejoined vessel. A.B., V. Stanton, aged 22 years, had been removed to Hospital, Lindi, later rejoined vessel. 1 D.B.S., who boarded vessel at Dar-es-Salaam, removed to Hospital, Mombasa, 23rd April, 1950, later rejoined vessel. It was reported that most of the ship's complement had been treated on board for Malaria during the voyage.

Malaria.

"RITA" S/S., from Salerno—St. Louis—Fecamp.
Arrived 29th June, 1950.

Master reported that Cook, Jens Pederson, aged 40 years, native of Denmark, had been paid off at St. Louis, France, and from there had returned home to Denmark. Medical attention had also been given on board.

Measles.

"MULBERA" S/S., from Beira—Dar-es-Salaam—Marseilles—Plymouth.
Arrived 22nd December, 1950.

Notified by telegram from Plymouth Port Health Authority that two passengers; Teresa Barret, aged 3 years, and John Labb, aged 3 years, had been landed at Plymouth, removed to Hospital, 20th December, 1950. Vessel boarded on arrival by Port Medical Officer of Health.

Death.

"LODESTONE" S/S., from Odessa—Alexandria—Casablanca—Belfast.
Arrived 8th November, 1950.

Master reported that Donkeyman had died as a result of injuries inflicted by stabbing, etc., during dispute on board of vessel, 29th September, 1950. Body was landed at Alexandria, 30th September, 1950.

Death.

'KEYNES' S /S., from Southampton.
Arrived 13th November, 1950.

Master reported that 2nd Officer had died on board as result of fractured skull accidentally received by falling from bridge of vessel whilst at sea. Body removed ashore at Deal.

Death.

"NATICINA" M/V., from Buenos-Aires—Trinidad—Dublin—Belfast.
Arrived 25th November, 1950.

Master reported that Wireless Officer, John William Stores, aged 25 years, of Glasgow, was presumed accidentally drowned at sea, 7th August, 1950.

Death.

"RUBYSTONE" M/V., from Mackay—Aden—Suez—Dundee.
Arrived 16th December, 1950.

Master reported that previous Master of Vessel, E. J. Griffiths, aged 48 years, native of Wales, had died as result of Heart Failure on 4th June, 1949, while in South Australian Port.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date 1950	Name of Vessel.	Reg. Tons	National- ity	Where from	No of Persons on board	Sickness or Casualty.	Remarks.
Jan. 1	Wanda S/S.	... 1,028	Finland	Trondhiem— Raumo— Kotka.	23	Sprained left ankle.	A.B. to receive medical attention. Vessel board- ed on arrival by Port M.O.H.
Jan. 3	Charles Treadwell S/S ...	1,019	London	London.	30	Septicaemia	Chief Officer, to receive medical attention.
Jan. 4	Wanda S/S	... 1,028	Finland	Trondhiem— Raumo— Kotka.	23	Injury to back	Fireman, result of accident whilst boarding vessel 10-15 p.m. 3/1/50 re- moved by ambulance to Royal Infirmary 4/1/50.
Jan. 12	Ramava S/S	... 1,305	Cardiff	Leixoes— Bilbao.	32	Gonorrhoea and Syphilis Dental treatment required	2 A.B.'s. referred to V.D. Clinic. 2 A.B.'s. to receive dental treatment.
Jan. 16	British Harmony M/V	4,876	London	Fahahel— Hamburg.	50	Whitlow	6th Engineer to receive medical treatment. Vessel boarded on arrival by Port M.O.H.
Jan. 19	Modasa S/S	... 5,636	Glasgow	Beira—Port Said —Marseilles— Plymouth— London.	154	Chicken Pox	Passenger, removed ashore at Plymouth 13/1/50
Jan. 20	Urola S/S	... 2,878	Spain	Barcelona— Ceuta—Ghent	36	Death	1 Fireman removed to H.I.D. Hospital 20/1/50
						Synovitis	1 Fireman, killed by fall in Ships bunker 22/2/50
							1 Seaman to attend Hospital for X-Ray.
Jan. 20	Stallberg S/S	... 1,719	Sweden	Gefle—Tees.	28	Gonorrhoea	Fireman—referred to V.D. Clinic.
Jan. 22	Dorcasia M/V	... 4,767	London	Curacao— Gothenburg— Immingham.	14 Europeans 34 Chinese	Appendicitis	Fireman, removed to Hospital, Curacao, 20/12/49. Vessel Boarded on arrival by P.M.O.H.
Jan. 23	Kenilworth Castle M/V ...	... 7,117	London	Mombasa— Marseilles— Algeciras— London.	52	Malaria	Chief Steward removed to Hospital Dar-es-Salaam, 30/10/49
						Malaria (recurring)	Steward received medical attention on board.
						Chronic Rheumatism	A.B. removed to Hospital, London.
Jan. 24	Blairesk S/S	... 2,028	Glasgow	Civitavecchia— Almeria.	34	Scalds on right hand	A.B. received medical atten- tion, Civitavecchia.
Jan. 24	Goodwood S/S	... 1,285	London	Susa—Bona.	29	Influenza and Bronchitis	Donkeyman, proceeded home for medical treat- ment.
						Injury to right foot	A.B. received treatment on board. Vessel boarded on arrival P.M.O.H.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date 1950	Name of Vessel.	Reg Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks.
Feb. 2	Pinguin M/V	94	Holland	Rotterdam— London.	6	Dental treatment required	O.S. to receive Dental treat- ment.
Feb. 6	Wislar S/S	1,843	Poland	Szczecin— Ghent— Zeebrugge.	34	Septic throat Temperature 101 °F. Otitis Media Fracture of right leg (suspected) Gonnorrhoea	Carpenter, removed to Hospital for Infectious Diseases. A.B., received medical attention. A.B., removed to Hospital Fireman, referred to V.D. Clinic. Vessel boarded on arrival by P.M.O.H.
Feb. 6	Cardrona M/V	818	Leith	Hartlepool— Newhaven.	17	Dental treatment required	Chief Officer & Donkeyman to receive dental treat- ment.
Feb. 8	Fjeld S/S	1,834	Italy	Bergen—Tyne.	29	Fracture, 2nd digit right hand	A.B., received medical attention.
Feb. 13	Inga S/S	1,341	Finland	Gdansk— Randers.	28	Dental treatment required	Fireman, received dental attention.
Mar. 6	Eastern City M/V	3,020	Bideford	Magador— Casablanca— Ferrol.	34/3P	Gonnorrhoea	1 D.B.S., referred to V.D. Clinic. Vessel boarded on arrival by Port M.O.H.
Mar. 7	Superority M/V	1,134	London	Hull—Odense.	21	Rash on thighs	Chief Cook, received medical attention.
April 3	Giuen S/S	3,384	Italy	Genoa— Casablanca— Leith— Aberdeen.	31	Dental treatment required Rheumatism	Wireless Operator to receive Dental treatment.
April 4	Capitol S/S	652	London	London.	18	Sprain, left leg	O.S., received medical atten- tion. Chief Officer removed to Hospital, Sunderland. 3/4/50.
April 14	Dominence M/V	129	Rochester	Rochester— London.	7	Injury to right wrist	Chief Officer, to attend Royal Infirmary.
April 17	Felix S/S	1,054	Norway	St. Louis— Ghent.	25/1P	Rash on thighs	O.S., received medical attention from General Practitioner.
April 18	Antares M/V	169	Holland	Hamburg— Middles- brough.	6	Jaundice	Chief Cook, received medical attention, Sunderland, received previous treat- ment Rotterdam.
April 19	Kypros M/V	1,611	Liverpool	Sunderland— Tyne.	44	Fractured Fibula, right leg (accident)	Second Officer removed to Royal Infirmary, examin- ed by P.M.O.H.
April 23	Peter Reed S/S	992	Norway	Nemours.	21	Jaundice	O.S., received medical attention.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date 1950	Name of Vessel.	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks.
April 26	Svend Pii S/S ...	1,113	Denmark	Oran-Algiers- Susa- Gibraltar	24	Gonorrhoea	Member of crew referred to V.D. Clinic. Vessel boarded on arrival by Deputy P.M.O.H.
May 2	Portslade S/S ...	492	London	London.	18	Dental treatment required	A.B. to receive Dental treatment.
May 12	Archvale S/S ...	182	Fraser- burgh	Stornoway.	10	Injuries to hand (accident)	Master, received attention at Royal Infirmary.
May 13	Islandmagee S/S ...	84	Dundee	Lossiemouth:	8	Hæmorrhoids	Fireman, to receive medical attention.
May 13	Torni S/S ...	1,209	Liverpool	Melilla- Casablanca- Leith.	28	Tuberculosis	Notified by T.B. Dispens- ary that Fireman admitted to Royal Infirmary February, was admitted to Hospital for Infectious Diseases, 13/5/50.
June 1	Mantola S/S ...	5,545	Glasgow	Biera- Marseilles- Hull.	25 Europeans 126 Indians	Injury to scalp Gonorrhoea Diarrhoea	One Seaman; Member of Crew; Baker. All received medical attention on board.
June 2	Frisian Coast M/V...	585	Newcastle	Rotterdam- Tyne.	13	Injury to eye	Chief Steward, received medical attention.
June 2	City of Canterbury S/S ...	5,056	Glasgow	Antwerp- Cape Town- Rotterdam- Hull.	26 Europeans 106 Indians 2/P	Injury to digit, right hand. Appendicitis Abdominal Pains Death (Malaria)	Fireman received medical attention at Durban. 5th Engineer, removed to Hospital, Cape Town. Cook, removed to Hospital, London.
June 16	Sandown Castle S/S	4,706	London	Lindi-Aden- Port Sudan- London.	42	Malaria Malaria Malaria Malaria Malaria Malaria Malaria	Greaser, died in Hospital Dar-es-Salaam. 2nd Steward, removed to Hospital, 31/5/50. Galley Boy, removed to Hospital, 31/5/50. Chief Engineer, landed at Dar-es-Salaam, later re- joined vessel. Bosun, landed at Dar-es- Salaam, later rejoined vessel. A.B., landed at Lindi, later rejoined vessel. D.B.S., landed Mombasa, 23/4/50, later rejoined vessel.
							Most of Ship's complement treated on board for Malaria during voyage.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date 1950	Name of Vessel.	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks.
June 29	Rita S/S ...	978	Norway	Salerno— St. Louis— Fecamp. Singapore— Rotterdam— London.	21	Malaria (recurring)	Cook, returned home from St. Louis.
June 30	Rona M/V ...	4,823	Norway	Barcelona— Tampa— Liverpool. Aguilas—Tees.	34 Europeans 1 Chinese 5/P	Gonorrhoea	2 A.B.'s., referred to V.D. Clinic.
July 3	Rookley M/V ...	3,009	Newcastle	Biera—East London— Hull.	27/I P	Septicæmia	A.B., removed to Hospital, Gibraltar.
July 5	Wallsend S/S ...	1,641	Newcastle	Trieste— Sibenik.	32	Hepatitis ?	Chief Steward, proceeded home for medical atten- tion.
July 13	City of Paris S/S ...	6,532	Glasgow	Oran—Valencia— Liverpool.	31 Europeans 142 Indians	Acute conjunc- tivitis	Fireman, attended Eye Infirmary.
July 14	Nicky S/S ...	2,638	Panama	Flensburg— Aarhus.	26	Dental treatment required	2 A.B.'s., to receive dental treatment.
July 18	Tessa Dan S/S ...	1,994	Denmark	Katwyhaan via Fishing Grounds.	31/6 P	3rd digit left hand (amputated)	A.B., received medical treatment.
July 21	H.M.S. Swiftsure ...	5,200	London	Narvik.	780	Comminuted fracture of Olecranon	A.B., received treatment at Monkwearmouth and Southwick Hospital, 21/7/50.
July 23	Nelly Maria (Fish) S/T ...	75	Holland	Oslo.	15	Cellulitis of face	Deckhand, removed to General Hospital. Vessel boarded on arrival by P.M.O.H.
July 25	Laponia S/S ...	2,841	Sweden	Amsterdam— London.	35/I P	Injury to right knee	Deckboy, received medical attention.
July 31	Rocket M/V ...	111	Holland	Vesteras	5	Gonorrhoea	Member of Crew received medical attention from General Practitioner.
Aug. 11	Bruse S/S ...	1,418	Norway	Sundby.	27/I P	Dental treatment required	Bosun, received Dental treatment.
Aug. 17	Frideborg S/S ...	1,409	Sweden	Alexandria— Sfax— London.	26/2P	Abdominal Pains	Messboy, removed to Hospital, London.
Aug. 18	Grano S/S ...	1,089	Sweden		23/I P	Rheumatism	Chief Officer, received medical treatment.
Aug. 19	Maj M/V ...	141	Denmark		10/2 P	Gastritis	Messboy, received medical attention from Federation Doctor.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date 1950	Name of Vessel.	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks.
Aug. 28	Ex. Fortis (Fish) S/D	42	Lowestoft	Fishing Grounds.	11	Injuries to back	Fireman, removed to Royal Infirmary, 28/8/50.
Aug. 31	Charlus S/S	... 179	Sunder- land	Lerwick.	9	General debility	A.B., received Medical attention from General Practitioner, removed to Hospital for Infections Diseases from his home 30/8/50. suspected Poli-myelitis, later diagnosed as general debility.
Sept. 4	Apricity M/V	... 199	London	Colchester— King's Lynn.	8	Abdominal pains (and request for X-Ray)	Chief Engineer, received medical attention from Federation Doctor.
Sept. 5	Beaumont M/V	... 3,214	Norway	Aruba-San Nicolas— Bergen-Oslo.	35/5P	Abdominal complaint	Deckhand, removed to Hospital, Oslo.
Sept. 7	Otava S/S	... 690	Finland	Kotka-Borga— Hartlepool.	21	Septic throat	Fireman, referred to Royal Infirmary.
Sept. 21	Northumbrian Coast S/S	... 506	Middles- brough	Tees-London.	15	Scalp injuries	Fireman, removed to Hospital, London, later returned home.
Sept. 30	Wille S/S	... 1,171	Finland	Kotka— Leningrad.	25/IP	Conjunctivitis, right eye	2nd Officer received medical attention at Eye Infirmary Vessel boarded on arrival by P.M.O.H.
Oct. 6	Atlantic S/S	... 3,244	Hull	Palermo— Bona.	25 Europeans 12 Asiatics } } 12 Asiatics }	Pleurisy Ulcer on left ankle Dental treatment required	Asst. Steward removed to Hospital, Gibraltar. 28/9/50. Fireman, received medical attention.
Oct. 8	Angularity M/V	... 460	London	Drogheda— Greenock.	12	Suspected Hernia	2nd Officer, removed to Royal Infirmary, later rejoined vessel.
Oct. 9	Polden S/S	... 659	London	Barry—London.	17	Injury to 2nd digit, right hand	A.B., removed to Royal Infirmary.
Oct. 12	Zelo S/S	... 1,346	Newcastle	Amsterdam.	26	Abdominal Pains	A.B., received medical attention from Federation Doctor.
Oct. 12	Seaford M/V	... 536	London	Shoreham.	16	Injury to pelvis	2nd Officer, removed to Monkwearmouth and Southwick Hospital. 12/10/50.
Oct. 14	Vardal S/S	... 1,000	Norway	Bergen-Odda— Delfzyl.	20	Abrasions to back	Fireman, received medical attention.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date 1950	Name of Vessel.	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks.
Oct. 16	Anthony Enwright S/S ...	1,041	London	Rotterdam— Warnemunde.	30	Nephritis ? Pleurisy Sprained right ankle	A.B., removed to Hospital, Kiel, 4/10/50. Chief Engineer, received medical attention. 3rd Officer, received medical attention.
Oct. 20	Ljubljana S/S	2,657	Yugoslavia	Rijeka— Dubrovnik— Hartlepool.	50	Abdominal Pains	Chief Engineer, received medical attention.
Oct. 20	Sheaf Field S/S	1,074	Newcastle	Fredericia Gdansk— Grangemouth.	24	V.D. suspected, 2 members of crew	2 Members of Crew, referred to V.D. Clinic.
Oct. 23	Roneja M/V	114	Holland	Hamburg.	4	V.D.	Member of Crew proceeded home from Hamburg
Oct. 28	Seaford M/V	536	London	Shoreham.	16	Carbuncle on buttock.	A.B., received medical attention.
Oct. 31	Nina S/S	1,120	Finland	Helsinki— Hamina.	25	Scalp injuries	Carpenter, received medical attention.
Nov. 2	Stylehurst M/V	3,061	Newcastle	Boston (Mass)— Houston (Texas)— Brake.	30	Abscess on leg Mental debility	Fireman, removed to Hospital, Vancouver. 21/7/49. 3rd Officer, removed to Hospital, Melbourne. 18/7/50. Vessel boarded on arrival by P.M.O.H.
Nov. 2	Highwood S/S	656	London	Tyne—Poole.	17	Injury to 4th digit, left hand	2nd Officer, received medical attention, Poole.
Nov. 6	Carslogie S/S	2,317	Glasgow	Leghorn— Huelva— Hull.	24 Europeans 13 Arabs	Influenza	A.B., received medical attention on board.
Nov. 8	Lodestone S/S	2,887	London	Odessa— Alexandria— Casablanca— Belfast.	10 Europeans 21 Aisatics 1 Chinese	Influenza Death, result of stabbing, and multiple injuries	Bosun, removed to Hospital Montreal. Donkeyman, died on board, 29/9/50, body landed at Alexandria, 30/9/50.
Nov. 13	Keynes S/S	826	London	Seaham— Southampton.	19	Death (accidental) fractured skull	2nd Officer, died on board, body landed, Deal.
Nov. 14	Stripa S/S	2,194	Sweden	Oxelosund.	20 Europeans 15 Coloured	Injuries to spine (accidental)	Fireman, received medical attention on board.
Nov. 20	Eero S/S	1,145	Finland	Helsinki— Topilla.	27	V.D.	2 Firemen, and 1 O.S., re- ferred to V.D. Clinic.
Nov. 23	Gaslight S/S	975	London	London.	20	Fractured Tibia	2nd Officer, removed to Monkwearmouth and Southwick Hospital.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date 1950	Name of Vessel.	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks.
Nov. 25	Naticina M/V ...	4,783	London	Buenos-Aires— Trinidad— Dublin— Manchester.	42	Death (drowned at sea, pre- sumed)	Wireless Operator, pre- sumed drowned at sea (accidental) 7/8/50.
Nov. 29	Tintern Abbey S/S ...	1,478	Cardiff	Savona— Arzew— Southampton.	18 Europeans 7 Arabs	Nasal injury	A.B., received medical treatment, Arzew.
Nov. 30	Marietta M/V ...	5,905	Norway	Lyttelton (N.Z.) Bullen Bay— Hamburg.	39 Europeans 1 Br. Hond. 1/P	Dental treatment required Boils on thigh Abscess on left leg	Cook, to receive dental treatment.
Dec. 7	Phoebe S/S ...	617	France	Nemours— Honfleur— Caen.	22	Chill ?	Carpenter, received medical treatment.
Dec. 13	Concordia S/S ...	1,675	Denmark	Copenhagen— Gdansk— Zeebrugge.	26	Gonorrhoea	Galley Boy, received medical attention.
Dec. 14	Good Hope Castle S/S ...	7,054	Cape Town	Tanga— Mombasa— Aden—Port Said—London	54	Malaria	2nd Engineer, received medical attention.
Dec. 16	Rubystone M/V ...	3,622	London	Mackay— Aden—Port Said—Dundee.	15 Europeans 21 Chinese 2/P	Death. (Heart failure)	Donkeyman, received medi- cal attention on board.
Dec. 20	Helen Fairplay M/V	189	Yarmouth	Blyth.	8	Influenza	Master, died in Australian Port, 4/6/49, result of Heart Failure.
Dec. 22	Mulbera S/S ...	5,480	Glasgow	Biera— Dar-es- Salaam— Port Said— Marseilles— Plymouth.	29 Europeans 125 Aisatics	Measles Dermatitis (recurring)	2nd Engineer, received medical attention from General Practitioner, 22/12/50. proceeded home.
Dec. 23	Alar M/Sch. ...	133	London	St. Brieuc Tynemouth.	7	Tonsillitis	2 Passengers, removed to Hospital, Plymouth. 20/12/50.
							Commander, embarked Aden. 8/12/50, onset of illness. Admitted Hospital, Marseilles, 12/12/50.
							Chief Engineer, received medical attention on board from General Practitioner, 23/12/50.

VENEREAL DISEASES.

Total No. of Seamen treated at V.D. Clinics, Royal Infirmary and Port Health Authority Offices.
during the year 1950.

British	Total	Foreign	Total
Syphilis	19	Syphilis	8
Soft Chancre	—	Soft Chancre	—
Syphilis and Gonorrhœa	1	Syphilis and Gonorrhœa	1
Gonorrhœa	57	Gonorrhœa	27
Not Venereal Disease	85	Not Venereal Disease	20
	162		56

In the previous Year, the total numbers of Seamen treated were :—

British 138
Foreign 115

This signifies a slight increase in the number of seamen requiring treatment for V.D. at the Port.

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

Number of Parrots, etc., which came under the notice of the Officers during the year	... ... ...	1
Number of Notices issued in respect of Parrots, etc.,	... ... ... ...	1
Number Exported in respect of Notices served	... ... ... ...	1
Number destroyed ... ... ... ...	... ... ... ...	Nil.
Number admitted under Ministry of Health permits	... ... ... ...	Nil.
Bodies of birds sent for investigation of Ministry of Health	... ... ... ...	Nil.
Number transhipped on through Bills ... ... ... ...	... ... ... ...	Nil.

DANGEROUS DRUGS.

(S.R. and O., 1937, No. 560/13 (3)).

Date	Name of Vessel.	Drugs required.	Action taken.
26/1/50	S/S "El-Saturno"	2 Tubes Penicillin Ointment; 2 Bottles at 20,000 Units each Penicillin Tablets ; 1,000,000, Units Crystalized Penicillin	Application granted.
6/2/50	M/V "Thorshaven"	4 (Four) First aid outfits for four Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon" each containing $\frac{1}{2}$ gr. "Omnopon" equivalent to $\frac{1}{4}$ gr. anhydrous morphine.	Application granted.
8/2/50	M/V "Felipes"	2 (Two) First aid outfits for Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon" each containing $\frac{1}{2}$ gr. "Omnopon" equivalent to $\frac{1}{4}$ gr. anhydrous morphine.	Application granted

Dangerous Drugs (continued).

Date	Name of Vessel.	Drugs required.	Action taken.
20/2/50	M/V "Hulda Maersk"	4 (Four) First aid outfits for Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon" each containing $\frac{1}{2}$ gr. "Omnopon" equivalent to $\frac{1}{4}$ gr. anhydrous morphine.	Application granted.
20/2/50	S/S "Soya Christina"	4 (Four) First aid outfits for Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon" each containing $\frac{1}{2}$ gr. "Omnopon" equivalent to $\frac{1}{4}$ gr. anhydrous morphine.	Application granted.
28/2/50	M/V "Marietta"	4 (Four) First aid outfits for Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon" each containing $\frac{1}{2}$ gr. "Omnopon" equivalent to $\frac{1}{4}$ gr. anhydrous morphine.	Application granted.
28/6/50	S/S "Gyrotoma"	4 (Four) First aid outfits for Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon" each containing $\frac{1}{2}$ gr. "Omnopon" equivalent to $\frac{1}{4}$ gr. anhydrous morphine.	Application granted.
4/10/50	S/S "Teiresias"	4 (Four) First aid outfits for Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon" each containing $\frac{1}{2}$ gr. "Omnopon" equivalent to $\frac{1}{4}$ gr. anhydrous morphine.	Application granted.
21/10/50	S/S "Domina"	2 (Two) First Aid Outfits for Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon" each containing $\frac{1}{2}$ gr. "Omnopon" equivalent to $\frac{1}{4}$ gr. anhydrous morphine.	Application granted.
26/10/50	M/V "Victoria"	2 (Two) First Aid Outfits for Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon" each containing $\frac{1}{2}$ gr. "Omnopon" equivalent to $\frac{1}{4}$ gr. anhydrous morphine.	Application granted.
31/10/50	M/V "Høegh Arrow"	4 (Four) First aid outfits for Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon" each containing $\frac{1}{2}$ gr. "Omnopon" equivalent to $\frac{1}{4}$ gr. anhydrous morphine.	Application granted.
20/11/50	M/V "Kieldrecht"	2 (Two) First Aid Outfits for Lifeboats (M.O.T.) each containing six tubunic ampoules of "Omnopon" each containing $\frac{1}{2}$ gr. "Omnopon" equivalent to $\frac{1}{4}$ gr. anhydrous morphine.	Application granted.
24/11/50	M/V "Kieldrecht"	Sulphadiozine powder $\frac{1}{2}$ lb.; Sulphadiozine Tablets 1 lb; Morphine Powders 10 m. Gr. each 40.; Fireman's Cramp Oil (Laudanum) 1 Pint. FOR LIFEBOATS. Morphine 10 m.Gr. each (20 tablets). Omnopon 11/20 Grain each. (2 bxs. 12 ampoules). Sulphanilamide powders 2 bxs. 2 Boats.	Application granted.

V. MEASURES AGAINST RODENTS

633 Vessels have been searched for rats and/or their Deratification Certificates examined during the past year, compared with 638 for the corresponding period of 1949. Rat destruction was carried out on board of 20 vessels as compared with the same number of vessels in 1949, resulting in the destruction of 197 Rats and 57 Mice, compared with 450 Rats and 72 Mice for the preceding year.

1,125 Rats were destroyed, principally by trapping, at warehouses and wharves on the River and Docks, compared with 1,130 for 1949, making a total of 1,322 for 1950 as compared with 1,580 for the previous year.

The destruction of 190 Mice on shore premises is also recorded and 57 Mice on board of Vessels.

In addition 5,160 poison baits, compared with 2,435 for the preceding year, were laid at various points where trapping was considered futile, the result of which cannot be properly estimated.

Six Rats and two Mice have been submitted for Bacteriological Examination during the past year.

The total number of visits paid to vessels was 1,507 and to shore premises, 1,071, during 1950, for the purpose of rats destruction, as compared with 1,703 visits to vessels and 904 visits to shore premises during 1949.

(1). Steps taken for the detection of Rodent Plague.

(a). In ships in the port. On all vessels, whether in possession of a valid certificate or not, enquiries are made as to the prevalence and mortality of rats on board, and systematic inspection is carried out by the Authority's Rat Catcher on all vessels arriving directly or otherwise from infected ports; also on vessels engaged in carrying grain and general cargo. If there is the slightest evidence of rats on board, traps are set or poison baits laid.

Specimen rats recovered from these vessels are submitted for bacteriological examination. In addition, there is an understanding with the stevedores to report any dead rats found during discharge of cargo.

(b). Similar measures are adopted when dealing with quays, wharves, warehouses, etc., in the vicinity of the port.

(2). Measures taken to prevent the passage of rats between Ships and Shore.

All vessels from infected or suspected ports and all vessels carrying grain cargoes are required to place efficient rat guards on all mooring ropes. Where the supply of rat guards is insufficient, the mooring ropes are to be covered daily with fresh tar for a distance of three feet from the edge of the quay outwards.

Gangways used for the purpose of discharging cargo to be withdrawn when the vessel is not working.

(3). Methods of Deratification.

(a). Ships.

1. Fumigation by Sulphur Dioxide gas, which is generated by burning sulphur, 3 lbs. of sulphur to each 1,000 cubic feet of space, minimum time of exposure, 8 hours.

2. Hydrogen Cyanide, which is generated by the vaporisation of liquid Hydrogen Cyanide; 2 ozs. per 1,000 cubic feet for cargo spaces and storerooms; 1 oz. per 1,000 cubic feet for living quarters and other places not used for stores or cargo. Minimum time of exposure, 2 hours.

3. Trapping and laying of poison baits.

(b). Premises in the vicinity of Docks or Quays.

Trapping and the laying of poison baits are the only methods used.

(4). Measures taken for the detection of rat prevalence in Ships and on Shore.

Enquiries are made on all vessels from members of the crew, stevedores and workmen, and where necessary, a systematic search for excreta, nests, gnawings, runs, or damage to cargo or stores is made by the Authority's Rat Catcher under the supervision of an Inspector.

Vessels discharging cargoes are visited daily for the purpose of ascertaining whether there are any dead rats, or if it is necessary to set traps. All premises in the port area are frequently and systematically searched for evidence of rat infestation by the Authority's Rat Catcher, and where rat infestation exists, trapping and poisoning is carried out. Large areas in the docks which were closed during the war years are again used for the storage of timber; these areas are subject to a systematic inspection for rat prevalence, and, where necessary, poison baits are laid.

(5). Rat-proofing.

(a). To what extent are Docks, Wharves, Warehouses, etc., rat-proof ?

The rat-proofing of docks and wharves still presents a difficult problem, the old wooden wharves and quays still offer considerable harbourage to rats. With regard to the stacking of timber and pit-props, the importers have been asked to raise the bases of the stacks, but this has been done only in a few instances.

The number of poison baits laid by the Authority's Rat Catcher at the timber yards totalled 1,130, of these 463 were definitely taken. The number of dead rats recovered from these premises as the result of trapping and poisoning, etc., totalled 134, viz.: 6 Black Rats, and 128 Brown.

(b). Action taken to extend rat-proofing.

1. In ships. When vessels are examined for the purpose of issuing Deratification and Deratification Exemption Certificates, any harbourages, runs, gnawings, defective bulkheads giving access to stores, etc., are brought to the notice of the Master or Owner and practical suggestions made for remedying same.

2. On shore. A good look-out is kept on all wharves and warehouses for defects and accumulations likely to cause harbourage for rats, and when found, the matter is taken up with the owner or tenant, and instructions given to remedy the defects and remove accumulations.

Rat-proofing at the principal warehouses on the docks and river has been maintained in a satisfactory condition.

Rats Destroyed during 1950.

TABLE E.

(1). On Vessels.

35
TABLE F.
(2). In Docks, Quays, Wharves and Warehouses.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total for Year
Black... ...	1	—	1	1	1	3	2	4	7	7	—	1	28
Brown ..	53	91	89	85	86	187	96	47	80	118	106	59	1,097
Mice	4	9	14	20	61	7	9	30	16	20	—	—	190
Species not recorded...	—	—	—	—	—	—	—	—	—	—	—	—	—
Examined ..	—	—	—	—	—	—	—	—	—	—	—	—	—
Infected with Plague ...	—	—	—	—	—	—	—	—	—	—	—	—	—

TABLE G.
Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from plague-infected Ports arriving in the Port during the year.

Total Number of such Vessels arriving	Number of such Vessels fumigated by SO ₂	Number of Rats killed	Number of such Vessels fumigated by H.C.N.	Number of Rats killed	Number of such Vessels on which trapping, poisoning, etc., were carried out	Number of Rats killed	Number of such Vessels on which measures of Rat destruction were not carried out
1	2	3	4	5	6	7	8
15	1	1 Plus 44 Mice	3	5	Nil	Nil	11

TABLE H. *
Deratation Certificates and Deratation "Exemption" Certificates issued during the year 1950.

Net Tonnage	No of Ships	No. of Deratation Certificates Issued						No. of Deratation Exemption Certificates Issued	Total Certificates Issued		
		After fumigation with			After trapping, poisoning, etc	Total					
		H.C.N.	Sulphur	H.C.N. and Sulphur							
1	2	3	4	5	6	7	8	9			
Ships up to 300 tons	11	Nil	Nil	Nil	Nil	Nil	11	11	11		
,, from 301 to 1,000 tons	11	Nil	Nil	Nil	Nil	Nil	11	11	11		
,, „ 1,001 to 3,000 tons	33	5	Nil	Nil	Nil	5	28	33			
,, „ 3,001 to 10,000 tons	32	6	1	Nil	Nil	7	25	32			
,, over 10,000	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil			
TOTALS	87	11	1	Nil	Nil	12	75	87			

* Applicable only to those ports approved by the Ministry of Health for the issue of Deratation Certificates and Deratation "Exemption" Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926 (Form Port II). These figures include two Deratation "Exemption" Certificates issued with respect to two vessels lying at the Port of Seaham Harbour.

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INSPECTOR'S MONTHLY REPORT.

Date of Report 1950	Description of Ships			Nationality		Trade Engaged in		Total Ships Exmd.	Sanitary Condition		Written Notice Served	Verbal Notices	Total Written and Verbal Notices
	Steam	Motor	Sail	British	Foreign	Coast	Foreign		Good	Bad			
20th Jan.	76	33	0	87	22	75	34	109	100	9	Nil	9	9
17th Feb.	114	54	0	138	27	128	37	168	157	11	Nil	11	11
24th Mar.	148	77	0	180	35	167	48	225	214	11	Nil	11	11
21st April	104	41	0	122	21	119	24	145	139	6	Nil	6	6
19th May	117	67	0	139	40	130	49	184	176	8	Nil	8	8
23rd June	125	76	0	165	32	151	46	201	189	12	Nil	12	12
21st July	98	51	0	120	29	103	46	149	138	11	Nil	11	11
25th Aug.	124	63	0	146	29	124	51	187	179	8	1	7	8
22nd Sept.	114	46	0	134	20	121	33	160	152	8	Nil	8	8
20th Oct.	125	55	0	151	24	131	44	180	168	12	1	11	12
17th Nov.	121	49	0	148	22	128	42	170	160	10	1	9	10
15th Dec.	111	51	0	144	17	129	32	162	151	11	Nil	11	11
31st Dec.	43	28	0	64	7	57	14	71	64	7	Nil	7	7
Totals in 1950	1,420	691	0	32F	16F	32F	16F	2,111	1,987	124	3	121	124
Totals in 1949	1,722	554	1	326F	26F	327F	25F	2,277	2,174	103	5	98	103

F. Denotes Fishing Vessels.

VI. HYGIENE OF CREW'S SPACES.

TABLE J.
Classification of Nuisances.

Nationality of Vessels.		Number inspected during 1950.	Defects of original construction	Structural defects through wear and tear.	Dirt, Vermin and other conditions prejudicial to health
BRITISH		1,770	29	171	268
OTHER NATIONS ...		341	2	21	31

The above table is a classification of the nuisances and defects found to exist on board the 2,111 vessels inspected during the past year.

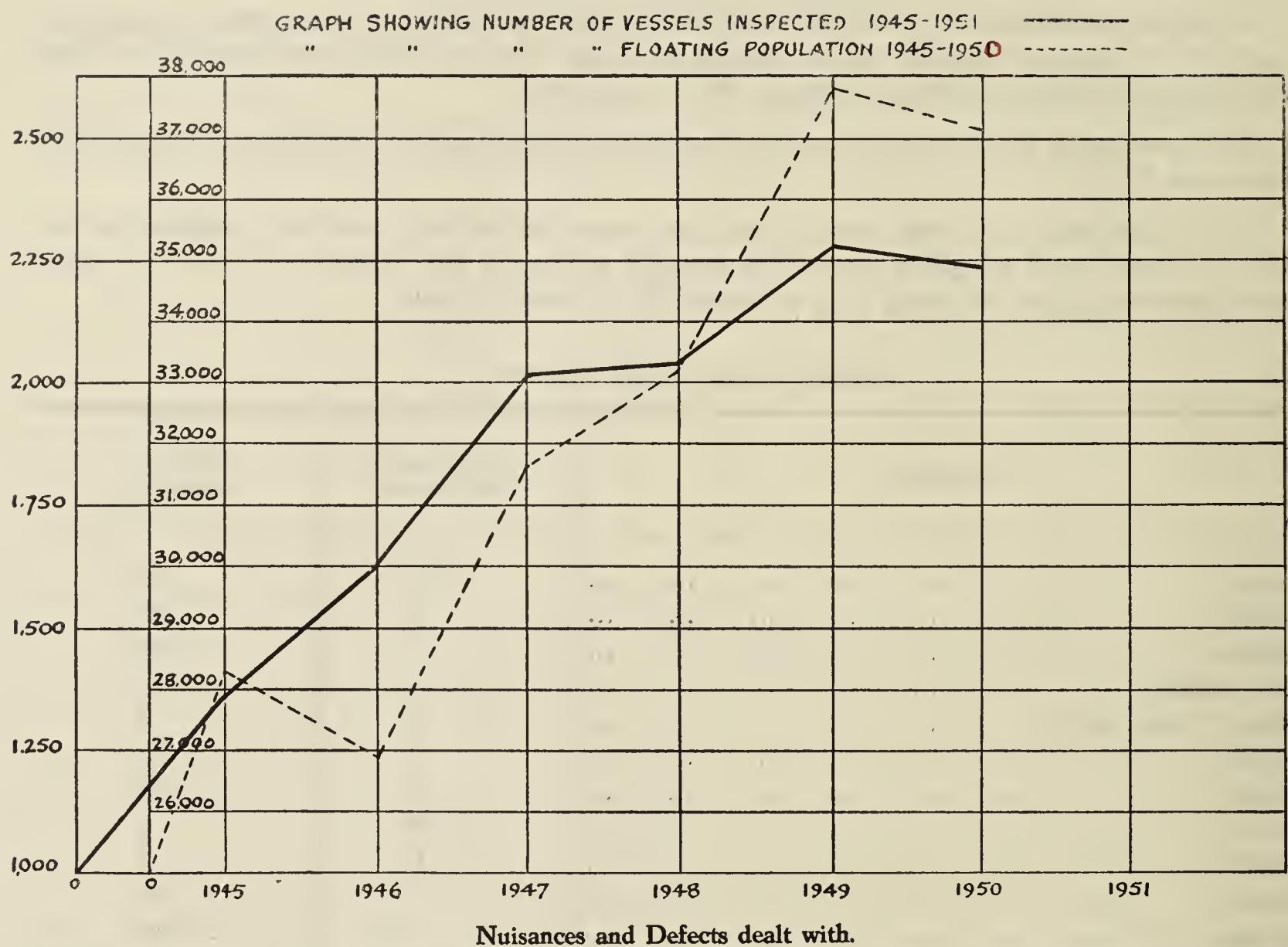
Of this number, 124 or 5.8% were found to have one or more nuisances or sanitary defects, composed for the most part of dirty or verminous quarters, foul W.C.'s., bilges, peak and ballast tanks, defective port lights, defective stoves and fittings, leaky decks, defective W.C.'s., doors, etc.

The percentage of British and Foreign owned vessels regarded as insanitary was as follows:—British, 5.4%; Foreign owned, 7.9%.

With the exception of 14 vessels which left the port before the necessary work was completed or only partially completed, and 3 undergoing refit, all the nuisances and defects were remedied. On the 2,111 vessels inspected, there were 37,014 men living, being an average of 17.5 men per vessel.

Foreign Owned Vessels Insanitary.

	Nationality.							Total Number of Vessels	Number Insanitary
British	1770	97
Cyprian	2	Nil.
Honduras	1	Nil.
New Zealand	1	Nil.
Union of South Africa	3	2
Belgian	3	Nil.
Danish	24	Nil.
Dutch	154	1
Finnish	17	1
French	1	Nil.
German	8	Nil.
Greek	3	1
Italian	3	2
Norwegian	59	10
Panamanian	5	4
Polish	1	Nil.
Portuguese	2	1
Spanish	5	3
Swedish	47	1
Swiss	1	Nil.
Yugo Slavian	1	1
								2,111	124



Nuisances and Defects dealt with.

Nature of Nuisances or Defects.	No. of Vessels concerned.
Accommodation, additional	2
Accommodation, Flooding from defective Mahole packing in Aft. Peak Tank	1
Accommodation, to cleanse and paint	44
Accommodation, to reconstruct	3
Accommodation, Verminous	35
Accumulation of refuse on Deck	26
Accumulation of Water on Deck of accommodation	2
After Peak Tank, to cleanse	1
Bakery, Verminous	1
Ballast Tanks, to cleanse	11
Bathroom, additional to provide	1
Bathroom, Deck to retile	1
Bathroom, Grating to provide	1
Bathroom, piped water supply to provide	1
Bathroom, seat to provide	1
Bathroom, to paint and cleanse	4

Nuisances and Defects dealt with.

Nature of Nuisances or Defects.	No. of Vessels concerned
Bathroom, Waste Pipe choked	2
Bedding Dirty	11
Bilges to cleanse	21
Bins in Provision Storeroom to provide, or renew	1
Blackout Paint, to remove from Portlights, Skylights or Deck Prisms	3
Butchers Shop, Verminous	1
Bogies and Funnels, to renew or repair	1
Bogies, to withdraw and provide Steam Heater	1
Bonded Locker, Verminous	1
Bunk Curtains, to cleanse, provide or renew	1
Bunks, remove from Ship's side—to inboard	1
Bunk Springs, to renew	1
Central Heating Stoves, to repair or renew	1
Clothes Lockers, to cleanse	10
Clothes Lockers, to repair or renew	2
Condensation, in accommodation	1
Cooler, to cleanse	1
Deckhead, of accommodation, to renew or repair	9
Deckhead to caulk	6
Deadlights, to renew or repair	2
Deck of accommodation, to renew or repair	6
Deck opening, to chain locker, in Crew's Accommodation to seal off	1
Deck Prisms, to repair or renew	4
Doors to accommodation, to repair, or Locks to provide or repair	10
Drainage Board, Stainless Steel, to provide	5
Drawers, additional to provide	3
Drawers, to cleanse	1
Flour Storeroom, accumulation of water due to burst Steam Pipe	1
Flour Storeroom, Verminous	1
Food Lockers, to cleanse or repair	12
Foul Water in Bathroom	3
Foul Water, on deck in accommodation	2
Foul Water, on deck in Washrooms	4
Foul Water, in Fbrepeaks, to remove	1
Fresh Water, complaint from Crew—re quality	1
Fresh Water Pump, to renew or repair	1
Fresh Water Supply, to Crews' Bathroom to provide	1
Fresh Water Supply, to provide to Officers' Bathrooms	2
Fresh Water Supply, to provide Crews' Washbasins	2
Fresh Water Supply, to provide to Officers' Washbasins	2
Fresh Water Supply Pipe, choked, to repair renew or clear	2
Fresh Water Tanks, additional to provide	1
Fresh Water Tanks, to cleanse	42
Fresh Water Tanks, provide cap to sounding pipe	1
Fresh Water Tanks, to renew	2
Fresh Water Tanks, to repair	2
Fresh Water Taps, to overhaul or repair	2
Galley, to cleanse or re-paint	3
Galley Bench, to repair or renew	2
Galley Deck, to repair or renew	2

Nuisances and Defects dealt with.

Nature of Nuisances or Defects.	No. of Vessels concerned
Galley Skylights, to repair or renew ...	1
Galley Stoves, to renew or repair ...	16
Galley, Verminous ...	18
Geyser, in Crews' Accommodation to repair ...	3
Geyser, in Galley, to repair or renew ...	3
Geyser, in Pantry, to repair or renew ...	1
Geyser, to provide in Crews' Messrooms ...	2
Hawse Pipe, to repair or renew ...	1
Heating, insufficient, or lack of ...	1
Hospital, Mirror to provide ...	1
Hospital, Washbasin to provide ...	1
Hospital Ventilator, to provide ...	1
Hospital, W.C. Seat, to provide ...	1
Hot Water System Pipes, renew in Bathroom ...	1
Insulation, on Deckhead and Shell Plating to renew ...	1
Insulation, to provide on P.O's. accommodation... ...	1
Leakage of Water and Oil from Steering Flat into Crew's Accommodation ...	2
Manhole Cover, portable cover to fix in Crews' Bathroom ...	1
Messrooms, additional to provide ...	1
Messrooms, to cleanse and paint ...	8
Messrooms, Verminous ...	3
Mirrors, to provide and fix in Bathrooms ...	1
Pantry, to cleanse ...	1
Pantry, Ve1minous ...	14
Pantry Waste Pipe, choked, to clear ...	2
Portlights, additional to provide ...	2
Portlights, repair, re-rubber or glasses to renew ...	31
Portlights, Screws to free ...	6
Potato Locker, to provide or repair ...	2
Prophylactic Measures, (Anti-Malarial) ...	3
Provision Storeroom, Bulkhead leaking ...	2
Provision Storeroom, condensation ...	4
Provision Storeroom, door to repair ...	1
Provision Storeroom, Fuel Oil leaking into ...	1
Provision Storeroom, to cleanse and repaint ...	3
Provision Storeroom, Verminous ...	14
Reading Lamps, to be fitted on to Bunks ...	1
Refrigerator, Insulation to overhaul ...	1
Refrigerator, to cleanse ...	4
Refrigerator, to repair ...	3
Saloon Bulkhead, leaking ...	1
Sanitary Tanks, additional to provide ...	1
Sanitary Tanks, to cleanse ...	13
Sanitary Tanks, to repair or renew ...	5
Scuppers, to repair, renew or cleanse ...	2
Seats, to provide or repair in accommodation ...	4
Shell Plating to renew or repair in accommodation ...	6
Showers, in Bathroom to provide ...	2
Showers, in Bathroom to repair ...	7
Skylights, in Messrooms to repair ...	2

Nature of Nuisances or Defects.	No. of Vessels concerned
Skylights, to overhaul, repair or renew ...	3
Slop Sink, lead lining, to renew or repair ...	1
Slop Locker, Verminous ...	1
Slop Sink, to provide in Galley (Stainless Steel) ...	6
Slop Sink, to renew in Pantry (Stainless Steel)...	2
Slop Sink, Waste Pipe, to renew or repair ...	3
Soil Pipe, discharging from vessel on to Quay...	5
Sounding Pipe, to Fresh Water Tank, to re-thread and make watertight ...	1
Spring Taps, in Washrooms, to repair or re-new ...	1
Spurling Pipes, to repair or renew ...	2
Stairway, to repair or renew in accommodation...	1
Steam Heaters, to provide in accommodation...	2
Steam Heaters, to repair or renew ...	3
Steam Pipes, in accomodation, leaking ...	2
Steam Press, leaking Valve to repair ...	1
Stove in Saloon, to repair ...	2
Tank Wells, to cleanse ...	1
Thwartship Bulkhead, in accommodation, leaking ...	1
Ventilation, additional to provide ...	1
Ventilation, in Provisions Storeroom, to overhaul or additional to provide	3
Ventilating System (mechanical) to overhaul ...	4
Ventilation, to accommodation, insufficient ...	1
Ventilators to accommodation, to repair or renew ...	6
Ventilators, to heighten ...	1
Wardrobes, to cleanse ...	2
Washbasins, additional to provide ...	1
Washbasins, to renew, cleanse or repair ...	6
Washbasins, waste pipes to repair or renew ...	4
Washroom, Scuppers to clear ...	2
Washroom Skylights, to renew or repair ...	2
Washrooms, to cleanse or repaint ...	6
Washroom Waste Pipes, to clear ...	2
Waste Pipes, leaking into accommodation, to repair or renew ...	1
Waste Pipes, to provide to existing washbasins...	6
Water Supply Pipe, from Sanitary Tank, leaking ...	1
W.C.'s., additional to provide ...	1
W.C.'s., accumulation of foul water ...	1
W.C. Basin, to renew ...	7
W.C.'s., Choked ...	2
W.C. Cistern, to repair or renew ...	2
W.C.'s., Deckhead, leaking ...	1
W.C.'s., Doors, to repair or renew ...	3
W.C.'s., to cleanse or repaint ...	4
W.C.'s., Flush Pipes, to overhaul, repair or renew ...	12
W.C.'s., Hopper Type, to remove and provide with pedestal Wash Down Basins	2
W.C., Seats, to repair, renew and refix ...	13
W.C., Soil Pipes, choked, to clear or repair ...	8
W.C., Skylights, to repair or renew ...	1
W.C. Step, to repair or renew ...	1
W.C., Valves, to overhaul, repair or renew ...	11
W.C's. Water Supply, insufficient ...	3

The number of vessels constructed in the port during the year has been maintained at a high level and it is pleasing to record that the majority of these ships are of a high-class shelter deck type of cargo vessel with a carrying capacity of 3,000 to 10,000 tons. The crew's quarters are situated in the after end of the shelter deck and are divided into two and in a small number of cases, three-berth cabins which are fitted with metal bedsteads (the uprights of same being sealed at each end, which makes them vermin-proof), and wardrobes for clean clothing. Other provisions are separate messrooms fitted with adequate food lockers, washrooms containing showers and lavatory basins with efficient drainage, and in most cases, a hot and cold water service, lockers for dirty clothing are constructed in the alleyways. Earthenware W.C. basins with anti-V.D. seats and ample flushing arrangements are provided in steel houses on deck which are adequately lighted and ventilated.

The majority of these vessels were provided with central heating for both officers and men, and in many instances drying rooms were provided for the use of the crew.

In the smaller type of new vessel, principally engaged in the home trade, it is gratifying to note a considerable improvement.

Considering the amount of available space on this class of ship, it has still been possible to provide separate messrooms, washrooms, improved sanitary accommodation and living quarters which are so constructed as to keep down infestation.

VII. FOOD INSPECTION.

The Public Health (Imported Foods) Regulations, 1937—1948.

The Public Health (Imported Milk) Regulations, 1926.

The Public Health (Preservatives, etc., in Food) Regulations, 1925—1948.

In accordance with the powers contained in these Regulations relating to the inspection of foods arriving from foreign and home ports, the provisions have been carried out in so far as they concern the Public Health (Imported Food) Regulations, 1937—1948. With regard to the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1948, it has not been found necessary to take any action. Samples are regularly taken by the Examining Officer of Customs in compliance with the above-named Regulations.

31 vessels have arrived at the port which were visited for the purpose of inspecting consignments of foodstuffs :—

During the year samples of various foodstuffs were taken and forwarded to the Public Analyst and the Public Health Laboratory, Newcastle-upon-Tyne.

A detailed account of such samples and the findings of the Public Analyst and Bacteriologist is given as under :—

Nature of Sample.

Date : 5/5/50.

Sample No. 1/50.

1 Tin Luncheon Meat, Produce of France.

Mark :—D.N. Maunfactured by Charles & H. Pintenet & Co., 47 & 63 Rue Solferino, Aubervilliers, (France). Produce of France, Ex. M/V. "Novian Coast," from London.

Date : 5/5/50.

Sample No. 2/50.

1 Tin Italian Peeled Tomatoes, Produce of Italy.

Mark :—RAG. Packed by ALFREDO REGA & CO.,

FABRICA CONSERVE ALIMENTARI
GIFFONI VALLEPIANO, (Italy) LA GAM-
PAGNOLA BRAND, POMIDORO PELATI
ITALIANI. Produce of Italy, Ex. M/V.
"NOVIAN COAST," from London.

Analyst's Report.

I am of the opinion that the same are samples of genuine Luncheon Meat, Peeled Tomatoes (Subjected to the following remarks) and Apricot Nectar.

The sample of Luncheon Meat contains 1.5 parts per million of Nitrites—200 parts of Nitrites per million is permissible.

The sample of tinned peeled Tomatoes was slightly "Blown."

Date : 5/5/50.

Sample No. 3/50.

1 Tin Pure Apricot Nectar, Produce of Australia.

Mark :—Berri Apricot Nectar, Manufactured by the
Berri Co-operative Packing Union Ltd., South
Australia. Ex. M/V. "Novian Coast," from
London.

With reference to Sample No. 2/50, a telephone message was received from the Public Analyst on the 5th May, 1950, to the effect that the can of Italian Peeled Tomatoes was slightly "Blown" and that the contents must be viewed with a certain amount of suspicion and that further samples were requested.

The consignment of foodstuffs had already left for West Hartlepool and as a number of slightly blown cans had been observed during the inspection the Public Health Authorities of West Hartlepool were immediately notified by telephone of the name and address of the consignee.

No Report was received from the West Hartlepool Authorities of any action taken.

Nature of Sample.

Date :—9/6/50.

Sample No. 4/50.

6 x 2 oz. Blocks Chocolate (Plain). Produce of
England.

Mark on Wrapper :—LYNTON Plain Chocolate.

Mark on Carton :—LYNTON Plain Chocolate,
Lynton Chocolate Co., Ltd.,
London, S.E. 16.

Case Mark :—DACO—728.

Ex. M/V. "Frisian Coast,
From Rotterdam—Tyne.

M/V. "Frisian Coast," from Rotterdam—Tyne, 9/6/50, there arrived on board this vessel, 925 cases of approximately 85½ lbs. per case, of Chocolate which according to information received had been exported from this country to Rotterdam.

It was stated that the Chocolate had not been of the standard required by the Importer.

It was now re-exported from Rotterdam and it was intended that it should be used by a Local Firm of confectionery manufacturers.

The attention of the Public Analyst was drawn to the possibility of dirt being present in the sample submitted for analysis.

Nature of Sample.

Date 13/7/50.

Sample No. 5/50.

Fondant Cream, Produce of South Africa (Union).

Case Mark :—JPT/TN. 85.

Quantity :—Approximately 8 ozs.

Ex. S/S. "CITY OF PARIS," from Beira—East
London—London—Hull.

Date 13/7/50.

Sample No. 6/50.

Fondant Cream :—Produce of South Africa (Union).

Quantity :—Approximately 8 ozs. CONCLUSION

Case Mark :—JPT/TN. 25.

Ex. S/S. "CITY OF PARIS," from Beira—East
London—London—Hull.

Analyst's Report.

I am of the opinion that the same is a sample of genuine chocolate, (Plain).

This sample of Chocolate is perfectly wholesome and fit for human consumption. It is free from poisonous metals, arsenic, preservatives and non-permitted dyes.

Analyst's Report.

I am of opinion that the same is a sample of genuine Fondant Cream.

This sample is free from preservatives, poisonous metals, arsenic and prohibited dyes. It is perfectly suitable for human consumption.

Bacteriologist's Report.

No organisms belonging to the enteric group have been isolated. Bacillus coli was not found in the sample.
No evidence of contamination.

Date 22/8/50.

Sample No. 7/50.

Whole Peeled Tomatoes (canned)—Produce, South Africa (Union).

Quantity :—1 Tin, Net weight 1 lb. 3 ozs.

Can Mark:—‘Top O’ The Morn,’ whole peeled canned Tomatoes.

Case Mark :—B.W. SUNDERLAND.

Ex. S/S. "City of Hon- Kong"—From Beira—Cape Town—Dunkirk—Hull.

Date 22/8/50.

Sample No. 8/50.

**Whole Peeled Tomatoes (canned)—Produce,
South Africa (Union).**

Quantity :—1 Tin, Net weight 1 lb. 3 ozs.

Can Mark:—‘Top O’ The Morn,’ whole peeled canned Tomatoes.

Case Mark :—B.W. SUNDERLAND.

Ex. S/S. "City of Hong Kong"—From Beira—Cape Town—Dunkirk—Hull.

The Salvaged Goods Order, 1948, which came into force on the 1st October, 1948, has resulted in the following procedure being adopted; ship provisions are inspected by the Ministry of Transport (Inspector of Ships' Provisions) and those rejected are notified to this Authority, when Officers inspect the rejected provisions and decide which, apart from those dealt with under the Order by the Commodity Officers, are to be salvaged, totally destroyed, or utilized for animal feeding purposes.

Provisions to be totally destroyed are dealt with at the Public Incinerator, while those to be utilized for animal feeding purposes are placed under the control of the Cleansing Superintendent of the County Borough, who is responsible for their removal from the vessel and ultimate use in the Corporation Pig Feeding Scheme.

I am pleased to report that this procedure is working extremely well, and that it has afforded opportunity for keeping a careful check upon the rejected ships' provisions being landed in the port.

The amount of such provisions dealt with during the year was approximately 4 tons, 5 cwts., 1 Qtr., $9\frac{1}{4}$ lbs., and are tabulated as follows:—

SHIPS' PROVISIONS.

Returned to Commodity Officers.	Dealt with on Board.	Provisions.	Utilized for Animal Feeding Purposes.			Destroyed.		
			Tons.	Cwts.	Qtrs.	Lbs.	Tons.	Cwts.
	* 1 qtr. 12 lbs.	Bacon						
		Barley	2	0	2			
		Barley Sugar	1	0	15	3/4		
	* 1 qtr. 22 lbs.	Beef						
		Beef (tinned)						
		Beans	4	0	0			
		Biscuits	3	0	12			
		Butter						
		Candied Peel				7		
		Cocoa						
		Coffee						
		Corn Flakes				14		
		Dried Fruit	4	2	5			
		Dried (Vegetables)	1	2	26			
		Fish Balls (tinned)						

SHIPS' PROVISIONS.

Returned to Commodity Officers.	Dealt with on Board	Provisions.	Utilized for Animal Feeding Purposes.			Destroyed.		
			Tons.	Cwts.	Qtrs.	Lbs.	Tons.	Cwts.
1 ton. 9 cwts. 2 qtrs. 6 lbs.		Flour		4	2	16		
		Hops						2
		Macaroni			1	26		
		Marmalade				14		
		Milk (tinned)	1		2	21		
		Mincemeat				8		
		Mustard					1	2
* 1 qtr. 12 lbs.		Mutton						
		Oatmeal	2		1	26		
		Parsnips (dried)				6		
		Parsnips (tinned)				4		
		Peas (green)			3	16		
		Peas (split)	3		3	24		
		Pickles						9
		Potatoes (dried)	2		0	4		
		Rice	1		0	26		
		Rolled Oats			1	17		
		Sago			3	0		
		Semolina			1	23		
		Spaghetti			1	13		
		Sugar ...						
		Tapioca	1		1	12		
	† Tea	Vermicelli			2	10		26½
4 cwts. 3 qtr. 15 lbs.								
2 tons. 4 cwts. 1 qtr. 21 lbs. 1 cwt. 0 qtrs. 18 lbs.			1	18	1	11¾	1	1 14½
							(Plus 17 Gallons Pickles).	

Grand Total :—4 Tons, 5 Cwts., 1 Qtr., 9½ Lbs.

* Refers to fresh meat slightly affected by mould. Upon instructions this was trimmed off and the meat used immediately.

† Refers to Tea inspected upon request of Manageress of Cafe, South Dock.

Table showing amount and types of Fish landed at Fish Quay during the Year, 1950.

Catfish	...	...	...	...	...	...	...	...	152 Stones.
Cod	...	...	...	...	...	...	...	1,752 "	"
Dabs	...	...	...	...	...	...	...	40	"
Dogfish	...	...	...	...	...	...	...	64	"
Gurnards and Latchets	...	...	...	...	...	...	...	24	"
Haddock	...	...	...	...	...	...	...	456	"
Hake	...	...	...	...	...	...	...	544	"
Halibut	...	...	...	...	...	...	...	16	"
Herrings	...	...	...	...	...	...	...	5,872	"
Lemon Soles	...	...	...	...	...	...	...	296	"
Ling	...	...	...	...	...	...	...	72	"
Mackerel	...	...	...	...	...	...	...	40	"
Monks	...	...	...	...	...	...	...	144	"
Plaice	...	...	...	...	...	...	...	1,024	"
Saith (Coalfish)	...	...	...	...	...	...	...	72	"
Skates and Rays	...	...	...	...	...	...	...	184	"
Torsk	...	...	...	...	...	...	...	48	"
Turbot	...	...	...	...	...	...	...	48	"
Whiting	...	...	...	...	...	...	...	112	"
Witches	...	...	...	...	...	...	...	440	"
Other kinds and Mixed	...	...	...	...	...	...	...	8	"
								11,408 Stones.	

SHELLFISH :

Crabs	...	...	...	...	...	...	...	70,465	
Lobsters	...	...	...	...	...	...	...	20,600	
Prawns	...	...	...	...	...	...	...	76 Stones.	

AMOUNT OF OVERLAND FISH DISPOSED OF ON MARKET.

Fish	...	...	...	...	...	...	...	678 Stones.	
Mussels	...	...	...	...	...	...	...	1,032 "	
Winkles	...	...	...	...	...	...	...	640 "	
						Total	...	2,350 Stones.	

11 Landings were made by Foreign Owned vessels.

The Public Health (Shell Fish) Regulations, 1934—1948.

The Regulations refer to the gathering and selling for human consumption of shell fish which may be infected.

There are no layings, private or public, within the jurisdiction of this Authority. Indiscriminate gathering of shell fish from quay walls, piers, and rocks still continues, presumably for the purpose of bait. There is no control over the gatherers, and possibly some of the shell fish is consumed. When it is realised that the river contains the effluent of crude untreated sewerage, it must be obvious that such shell fish is polluted and dangerous for human consumption.

